

Navy News

AUGUST 1987 20p

Miss UK bid by Heather



TAKING part in this month's Miss UK Contest in Scarborough will be a 20-year-old Wren who has won her way through to the national competition by being chosen Miss Maritime Portsmouth 1987.

Wren Heather Daniels (right), who keeps her 35-24-36 figure in trim by training with the Portsmouth Field Gun crew, was selected for the Portsmouth title in July.

Heather — pictured left in uniform — originally "joined



up" in 1984 under the YTS scheme. Later she fully joined the WRNS, in which she has become Education Training Support Wren at the RN Regulating School on Whale Island.

For winning the Portsmouth title she receives a £1,000 Virgin Holiday for two, a £100 cheque, range of perfume and bottle of champagne.

Runner-up in the final of

the Miss Maritime Portsmouth contest was 20-year-old Louise Hodges, a model and drama student from Kent — and no stranger to readers of Navy News.

Her picture featured in our

columns some time ago, as a result of which she now has links with the Navy's 824 Squadron.

Pictures: PO(Phot) Ric Toyer

THE GREAT ESCAPE

Two of a kind take a bow . . .

"NEW-LOOK" boats of the First Submarine Squadron, HM submarines Otter and Osiris meet in the Gare Loch, Faslane, for the first time since their refits.

Both are fitted with latest sonar equipment, giving them distinctive bulbous bows — a rejuvenation of sensors which will permit them to continue their operational lives well into the 1990s.

The Otter, on work-up following the first "comparator" commercial refit at Humber Shiprepairers, is now on her fifth commission.

The Osiris, seen passing the Otter off the Clyde submarine base, completed her "comparator" refit in Devonport in May before starting work-up. Her rededication ceremony at Devonport was attended by Lady Mackenzie, who launched the boat 24 years ago, and the guests-of-honour included her husband, Vice-Admiral Sir Hugh Mackenzie.

The cake was cut by Mrs. D. M. Vaughan (wife of the commanding officer) and RO(SM) P. D. Moore.

● The nuclear submarine HMS Sceptre was rededicated at Devonport in July after completion of her first major refit in 100 weeks — a month early.

A SERIES of successful exercise escapes from HM submarine Otus at depths down to 600ft. has ended in a new world record for the Royal Navy. It was the first time for 17 years that the Navy had used its escape equipment to make ascents from such depths.

Instructors from the submarine escape training tank at Gosport flew to Norway, where they were joined by the patrol submarine Otus. Taking part too were members of other navies, including six NATO countries.

Object was to test and prove again the system under which men in escape and immersion suits are sustained with fresh air as they shoot to the surface after their release from the submarine escape "tower" when it is flooded.

More than 40 men made escapes from about 100ft., many of them volunteers from the Otus crew. Then followed a series of escapes from four increasing depths, all of them carried out by the instructors.

Finally two instructors made escapes from depths of about 600ft., which beat the Navy's previous record, established in July 1970, of 585ft.

When the system had been demonstrated at this depth it was decided to take it no further. One of the two instructors who made the 600ft. escapes, CPO Norman Cook, suffered a minor case of "the

Otus stages world record depth success

bends" but was successfully treated in the compression chamber on board the Norwegian safety ship Viken, which was standing by.

The other man, PO Hamish Jones, experienced some technical problems and after he had completed his escape it was decided to finish the exercise. Said MOD, "The exercise was completed successfully, but there are areas in the system which need fine tuning."

Earlier in the exercise there had been a mishap when CPO Peter Wadding suffered a stomach



In escape and immersion suit, a man shoots to the surface from HM submarine Otus.

injury. He was taken to hospital in Bergen where, after an operation, his condition was stated to be satisfactory. CPO Robert Morrison suffered a minor case of "the bends" but was declared fit after treatment.

All the escapes were made as the Otus, commanded by Lieut.-Cdr. Shaun Turner, was under way at slow speed in the sheltered water of a fjord near Bergen in July.

In overall charge of the exercise was the submarine escape, rescue and diving officer, Cdr. Robin Whiteside. A number of Royal Navy medical officers were along those monitoring and assessing the tests.

The tower escape system, the most likely method to be used to save life in the event of a submarine accident, is fitted in all RN submarines.



READY AYE READY

The story of the Sea Cadet Corps — see centre pages.

HELPING HANDS

It's Taff at the top!

LWEM Taff Rowlands took three weeks to climb Everest, and he never even left his post to do it. For Taff's climb didn't involve any special equipment, just a ladder and a lot of muscle power.

The ladder in question was the 12ft. one in the lower level of the engine room of HMS Splendid, and climbing it 2,419 times raised £300 for charity and lost Taff 20lb. in weight.

The climb was part of the submarine's effort to raise £1,400 for the Plymouth and Saltash Guide Dogs for the Blind Association. During two operational patrols over the last six months, fund organiser CPO Mick Kemp has organised a sponsored marathon, a John O'Groats to Land's End cycle ride and an evening at the races all in aid of the local charity.

The money raised is

enough to buy and train a guide dog, and the Association were so pleased with HMS Splendid's effort that they asked the submarine to name the dog that will be bought with the money.

After much debate it was decided to name the dog Sunny after the boat's badge, which shows the sun rising over a clear blue sea.

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Midshipmen Ian Atkinson, Ben Burton-Brown and Bill Oliphant from Britannia Royal Naval College, Dartmouth, decided to use extra training time to raise money for research into Multiple Sclerosis.

They undertook a five-day sponsored cycle ride from Dartmouth to Rosyth covering about 120 miles a day, and raised £500.



Aye, aye sir!

POTENTIAL recruit John Oliver would like to follow in his grandfather's footsteps and join the Royal Navy, but at 13 months he might have to lie about his age!

However he was given a taste of the sea by LReg George Siney who visited him and other youngsters at the Hospital for Sick Children at Great Ormond Street, to present a £500 cheque.

The money was raised by staff of the Naval Provost Marshal, London, by various methods, including a swear box and misconduct fines.

Seven divers from the Plymouth Clearance Diving Team working at Anglesey invaded pubs and clubs in Holyhead dressed in wet suits.

Their somewhat daunting appearance persuaded the locals to give £120 to the divers in aid of the Ysgol y Bont school for handicapped children.

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Two showings of the film Crocodile Dundee at HMS Seahawk cinema raised £426.40 for the Fleet Air Arm Benevolent Fund. The event organized by students from No. 30 Operational Flying Training Course on 810 Naval Air Squadron, ensured a packed house at both showings.

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Mrs. Beth Hope, wife of Capt. G. L. Hope, Captain Hydrographic Surveying Flotilla, hosted a coffee morning in aid of the King George's Fund for Sailors. Blessed by good weather, the event raised £199.25, and it is hoped to make it an annual event.

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Medical equipment bought with money raised by a sponsored march has been presented to Medway Health Authority by HMS Wildfire RNR. £536 was raised on the march and this was used for the purchase of a Greasy Syringe Driver for drug administration.

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A team from HMS Daedalus raised £300 when they took part in the Welsh 1000 competition in Snowdonia. The demanding 24-mile course starts at Aber on the North Welsh coast and finishes on the summit of Snowdon.

The money raised will go to Action for the Crippled Child and Leukaemia Research.

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In response to an appeal from the Gastroenterology Unit of Queen Alexandra Hospital in Portsmouth, the ship's company of HMS Ark Royal raised £650 during their Caribbean deployment.

A sponsored run in Florida and a cabaret night in the hangar provided the cash required for special dilators.

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Members of the Fleet Engineering Centre Rosyth, acted quickly when they heard that window boxes belonging to Longmore Hospital, Edinburgh had been stolen.

CPO Ray Hambly made two replacements and the gardening staff of HMS Cochrane created the instant gardens for the old people at the hospital.



Taff reaches the top of the ladder for the 2,419th time.

While HMS Bristol was in Mayport, Florida, members of her ship's company ran 442 miles in relays to Wilmington in North Carolina. The run took nine days and each runner covered about 60 miles.

Over £700 was raised and presented to the Boy's Brigade at Wilmington to go towards a new club hut.

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The final total of money raised by 771 Naval Air Squadron for the Children in Need appeal was a staggering £2,600. The sum was raised by a 24-hour sponsored one-mile relay in which 102 members of the Squadron, the Coastguards, Lifeboats, Fire Brigade and families took part.

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Premature babies at the Special Care Baby Unit at Freedom Fields Hospital in Plymouth benefited from money raised during HMS Ambuscade's South Atlantic deployment.

A total of £440 was netted when 2D Mess held a fete and barbecue on the flight deck, and as many members' wives are expecting babies this year it was decided the money should go to

the Special Care Unit. It will go towards the cost of a new life support monitor.

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Men from the Seaman Diver 69 Class training at HMS Dryad beat 260 other teams for a place in the final of the Boto X competition at Devizes, and raised £170 for charity in the process.

The gruelling race involves paddling and carrying a dinghy over six ponds separated by steep banks, and tests teamwork and stamina.

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Lieut. Keith Naylor from Royal Naval Air Station Culdrose, raised £266 for Helston's Family Centre at Vyvyan House when he competed in the London Marathon.

Keith came 931st out of 19,700 who completed the gruelling run, and made a very commendable time of 2hrs. 46min.

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The Wrens at Dryad found the recipe for success by selling cakes in their quarters and raising £300 for the RN Handicapped Children's Pilgrimage Trust.

Gannet in peak form

TRAVELLING at an average speed of 30mph this team from HMS Gannet recently covered a distance of 1,110 miles in 39 hours.

The team were taking part in the Three Peaks Walk for charity and were required to climb Ben Nevis (4,066ft.), Scafell Pike (3,210ft.) and Mount Snowdon (3,560ft.).

They raised £200 in sponsorship money which has been presented to the Oncology Unit at Heathfield Hospital, Ayr.

In the back row are AM Cook, PO Stallard and PO Bough, and in the front, NA Turner, NA Clelland and LA Stavers.



ARUN'S HONORARY WELCOME

HMS Arun has been chosen as Littlehampton's first Honorary Burgess. In company with the coastal training craft HMS Archer, the River-class minesweeper sailed up the River Arun on June 13 to receive the honour from the Mayor of Littlehampton, Cllr. Tony Squires.

The ship is attached to HMS Sussex, the RNR training centre at Hove, as is Surgeon Cdr. J. Walsh RNR, who by coincidence is also a Littlehampton councillor. He took a leading part in the ceremony.

After a civic reception, guests — including the Mayor, Littlehampton Sea Cadets and Sea Scouts — went on board the Arun for a short trip before she anchored outside the harbour entrance. She sailed for Portsmouth with more Sea Scouts embarked.

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A group of mentally-handicapped patients from Slade Hospital, Oxford, and a party of

members of the Oxford Royal Naval Association branch, were the guests of HMS Apollo for a day at sea. They saw 4.5in., close-range, and mortar firings and seamanship evolutions.

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The Duke of Luxembourg, Colonel of the Irish Guards, spent a day at sea with the Guards' affiliated ship, HMS Boxer, by way of a "thank-you" from the ship for a silver salver presented to the wardroom by the Duke. While on board he saw weapon trials and before leaving Plymouth visited HMS Drake and watched the Field Gun Crew in practice for the Royal Tournament.

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During HMS Hecate's deployment to Brazil, a six-man team played two chess matches against first-class opposition.

Although the survey ship narrowly lost to Recife University and the city team of Fortaleza, the visiting team members were commended by their opponents for providing

close and exciting matches.

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Darts players from the Forth Club, HMS Cochrane, finished among the top eight teams in the 1987 Naafi-Carlberg National Team Darts Championships held at Brize Norton.

The Forth Club side, Alan Swannock, J. Robinson, P. Robinson, and H. Jones, lost in the quarter-final to The 101 Club, RAF Abingdon, beaten by RAF Swindley in the final.

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CPOMEA Stan Wootton, of HMS Upton, and Jack Worth, shipping writer and former Ton-class sailor, exchanged badges on board the Upton in Devonport Dockyard to signify the ship's affiliation to the new Ton Class Association.

The association was formed by Jack to bring together serving and former members of these ships. There are already 77 members and the first official meeting is planned to be held in Portsmouth in August.

Reserves sweep to The Rock

OVER 500 officers and men of the Royal Naval Reserve have been to sea to take part in exercises in the Mediterranean, including Exercise Open Gate.

The Reservists, drawn from all 11 RNR Divisions and Shore Communications Training Centres in Britain, commanded and manned seven River-class minesweepers — HM ships Orwell, Spey, Arun, Itchen, Ribble, Humber and Helford.

Led by Dr. Simon McCaskill RN, of the Tenth Mine Counter-measures Squadron, the ships undertook sea training

over the full range of general seamanship, specialist engineering skills and mine counter-measures techniques.

During the first phase of the deployment, Captain Sea Training (Reserves), Capt. F. K. Bennett RNR, paid a visit to the squadron, sailing from Gibraltar in HMS Itchen to observe minesweeping exercises.

Beer-tasting

At Gibraltar the ship's companies were given shore leave and some from HM ships Spey and Humber managed to be in the right place at the right time to participate in a beer-tasting event.

After a "round the Rock" race, which was won by Sub. Lieut. Paul Blessington of HMS Spey, the squadron sailed for Portimao where fresh ships' companies took over.

The second phase was accompanied part of the way by Commodore Berry RNR who visited several of the ships. At the Gibraltar exercise areas the ships carried out a live surface shoot as well as operating NBCD and mine counter-measures techniques.

After a visit to Lisbon, the squadron sailed for the UK in two groups. During the return passage more sea training was carried out before the vessels reached their respective base ports.



Looking aggressive, HMS Orwell leads the rest of the Tenth Mine Counter-measures Squadron towards Gibraltar. The other ships are Spey, Arun, Itchen, Ribble, Humber and Helford.

Picture: HMS Rook.

Arrow goes North

HMS Arrow was given a warm Wearside welcome when she sailed into Sunderland for a five-day visit to her adopted town.

She was met by the Mayor and Mayoress, and the ship's company were soon involved in a busy programme of sport, tours and social events, including a children's party.

At the party held on board, the Arrow's first lieutenant, Lieut-Cdr. Geoff Pell, presented a signed photograph and a cheque for £100 to two local charities. In return, the ship was presented with a hand-made rug.

Guide dog

Members of the ship's company also paid a visit to the Middlesbrough Guide-dog Training Centre to meet Hazel. Hazel is a guide dog whose training has been paid for with £1,000 raised on the Arrow's South Atlantic deployment.

Before leaving the North-East, the Arrow went to Hartlepool where she joined up with the restored iron-clad battleship Warrior, and escorted her on the first leg of her passage to Portsmouth (see Page 6).

HMS Arrow is now undergoing an assisted maintenance period in Devonport, and will undertake a four-month deployment before a full restorative refit next year.

Brazen is top again

HMS BRAZEN, winner of the Mantle Cup for close-range gunnery, has also, for the second year in succession, been awarded the Fleet Seawolf Trophy for the highest efficiency in terms of reliability, tracking performance and number of successful firings.

Hunts scrub around the rules

IT'S dhobi day at HMS Dulverton, but there are no mod cons here.

It's back to the old buckets, scrubbing brushes and skiffle boards for the company of this ship — and all Hunt-class ships, come to that.

Hunts are not entitled to a washing machine, so until the rules change it's rub - a - dub - dub down at HMS Dulverton!

CULDROSE TEAM WIN HELO CHAMPIONSHIP

TWO MEMBERS of 705 Naval Air Squadron have been named best pilot and best aircrewman of the year.

They took the awards against stiff civil and military competition in the British International Helicopter Championships at Castle Ashby, Northampton.

Lieut. Andy Berryman and CPOACMN Tab Hunter, flying a Gazelle helicopter, also took the Famous Grouse Trophy for the slalom course and the Babcock and Wilcox Trophy for precision flying.

Balloons

In the precision test, drawing pins were taped to the skid on the pilot's side of the aircraft, balloons were attached to canes and the crew had four minutes to burst as many of them as possible.

Chief Hunter, who with Lieut. Berryman is stationed at RN air station Culdrose, also won the Aircrewman of the Year Trophy in the 1985 championships.

Runners-up in the competi-



Helicopter pilot and aircrewman of the year — Lieut. Andy Berryman (left) and CPOACMN Tab Hunter.

Picture: RNAS Culdrose

Return of Ocelot

HM submarine Ocelot was due to resume duties with the Third Submarine Squadron at Faslane after a two-year absence from the Fleet. The Oberon-class vessel has undergone a major refit at Rosyth and was rededicated on July 4.

Mrs. Anne Soar, wife of the boat's commanding officer, Lieut. Trevor Soar, cut the rededication cake. She was helped by the youngest rating in the Ocelot, JMEM Martin Phillips (17).



Glasgow parade in Tortola

CELEBRATION of the Queen's Birthday in the British Virgin Islands was undertaken in naval style when HMS Glasgow provided a 24-man guard for a parade at Roadtown, Tortola.

The guard, commanded by Sub-Lieut. Dougie Bell, was inspected by the Governor General of Tortola, who also took the salute.

While in the West Indies, the destroyer

took part in a major disaster relief exercise — seven years after being involved in a real disaster relief operation in St Lucia.

During the exercise, on the Caribbean island of Dominica, the ship evacuated more than 200 people in two hours following "hurricane devastation."

Four hundred inhabitants were fed from a field kitchen, an emergency

hospital was set up, and many sorties were flown by the ship's helicopter.

Coastguard units from Antigua, St Kitts-Nevis, St Lucia, Barbados and Grenada also took part in the six-day exercise.

Before leaving for an 11-day visit to Pensacola, Florida, the Glasgow was involved in a night-time insurgency exercise with the Coastguard vessels.

Pearls of humour from the records

HAVING spent the last four years in the chair as the Missile and Seaman Drafting Officer, I have signed a significant number of drafts to release, writes *Lieut.-Cdr. Gordon Richards*.

Now I have received my own, and after 40 years in the Navy it comes as quite a jolt.

However, I leave with a certain amount of satisfaction and despite what non-preference customers might say, a sense of achievement. Our desk record of first preference drafts remains remarkably high — over 90 per cent. for sea and about 85 per cent. for shore, despite a manpower reduction and a consequent loss of drafting flexibility.

The one unchanging feature, whether it be the 40 or four years, is the sense of humour, accidental or intentional, that I consider to be unique to the Royal Navy. Pearls from records of C230 and C240 submissions include:

"This rating would be out of

DRAFTY

MEET THE NEW TEAM ...

AS WELL as the departure of *Lieut.-Cdr. Richards*, there have been several other changes to the team which drafts over 12,000 men and women of the Operations, PT, Regulating, CT and Tels Branches.

Your current contacts are:
Drafting Commander — *Cdr. C. E. G. Bonner*
WO Appointments/Regulators: *Cdr. C. E. G. Bonner*, ext. 2494; CPO Wtr D. G.

Walker, ext. 2497.
Sonar/MW/PT/Divers: *Lieut.-Cdr. R. E. Wilkins*, ext. 2453; CPO Wtr K. Boyle, ext. 2441; LWren Wtr P. E. Miles, ext. 2441.

Missile/Seaman: *Lieut.-Cdr. M. Dunhill*, ext. 2454; CPO Wtr D. R. Haynes, ext. 2459; CPO(Ops)(M) J. G. Edwards, ext. 2284; LWren Wtr J. M. White, ext. 2459.

Communicators/EW/Tels: *Lieut.-Cdr. P. J. Stenbridge*, ext. 2452; CPO Wtr C. Metcalfe, ext. 2442; PO Wtr J. Conway, ext. 2496; LWtr G. P. Baker, ext. 2442.
Radar/SR/VA: *Lieut.-Cdr. P. J. Young*, ext. 2457; CPO Wtr F. A. McKnight, ext. 2259; LWren Wtr L. C. Gannon, ext. 2450.

his depth in a car park puddle." ... "He is unsuitable for small ships and would be lost in large ones." ... "He has all the attributes of an unmade bed."

HODs remarks on rating volunteering for parachutist course: "Would put up a good show dangling from a rope."

... "tells me he wishes to qualify S(M) as he is interested in this kind of work. This is the first time I've known him to be interested in any kind of work."

... "he is about to get married. I recommend his choice."

"Will work without much supervision, but needs



"Since I can't beat this bunch of comics I might as well join them!"

watching to ensure he is doing the right work."

Under Special Skills — "Horse Groom": "Getting married during the present commission, his engagement expires in April."

"CPO Bloggs expires in May ... his contribution to the Service has been outstanding and it is suggested

that he lives in Gravesend." And of course, there have been the usual problems with spelling —

"Man's first preference is HMS Brodie" — amended by Divisional Officer to read "HMS Brordie". (Correct name — Brawdy.)

"Has done very well considering his academic achievements."

LFS First Preference — "Singer Pour".

Even our address has been open to conjecture and the Post Office has indeed done well on numerous occasions, e.g. —

"Naval Drifting Association" ... "The Commode Naval Drafting Board" ... "HMS St Tureon" ... "HMS St Trinian" ... "Officer in Charge, Records Office, Chatham Portsmouth Devonport Kent" (overstamped by the Post Office — Try Gosport).

I would like to take this opportunity to thank all my customers for their understanding, co-operation and willingness, on occasions, to accept a pier-head jump. Good luck and good sailing to you all.



Name G.A. THOMPSON

No. 206 21 Expires DEC 87

Signature G. Thompson IAL

George Thompson doesn't dress like a military man. But he acts like one.

George is a real professional, like all the other IAL people who are working alongside Army, Navy and RAF personnel around the world. They bring to their tasks an understanding of how the Armed Forces operate, as well as specialised skills for their own particular assignments.

Often their assignments lie in those fields — like air traffic control, telecommunications, security and staff training — that have made IAL the international leader in aviation support services for

more than forty years.

But these days, their assignments are becoming more and more diverse as IAL (now part of British Telecom) extends its support of the Armed Forces to catering, plant maintenance, firefighting and a host of other new areas where you may well find them right beside you.

So when you see George (or any of his friends), say hello. They're part of the same operation.



Get your express ticket to promotion

THE ONE major feature affecting all drafting in the Seaman Group of the Operations Branch is the Written Provisional Examination.

Overall, Drafty isn't short of Seamen — all the sub-branches are actually very slightly overborne — but within each sub-branch he is short of the right mix, either or both of senior rates and leading hands.

The reason for this is that not enough people are passing their WPEs and getting on to their professional qualifying courses in order to move up the ladder and replace those who are going outside.

Dry rosters

This results in dry advancement rosters which are invariably bad news, causing more gapping and dilution (Reduced Manning Standards — RMS — in manpower jargon), more stretch at sea, achieving only minimum time ashore between drafts, and therefore more turbulence.

In fact, the only good news about dry rosters is that they give real chances to men who want to get ahead, to do so quickly.

The Seaman WPE has been running now for two years. Everybody involved — those who have taken it, those who set and mark it and those who run the courses for which it is a provisional exam — agree it is a good, fair and not too difficult test.

About 70 per cent. of those who take it, pass. And every time the exams are held, more people take them and more people pass. However, there are

still not quite enough passes to get the right number of people on course to keep the Seaman advancement and promotion system ticking over at the right speed, and there is still a backlog caused by the low pass rate in the first 18 months of the scheme.

However, the trend is improving and we hope to see rosters becoming healthier again. The shortages and high sea-shore ratios are being improved from the state which in some categories — such as PO(MW), PO(D) and LS(R) — might have made the man in the rate below reckon he was better off staying where he was.

So the message is clear. If you are an AB or LS who wants to get ahead, pass your WPE course to get on course and qualify now, before the whole advancement process starts to become more normal.

Don't be misled

In most sub-branches a WPE pass for LS or PO now is an express ticket to advancement. Even where it is not an express ticket — e.g., PO(R), LS(M), LS(MW) and LS(S) — it is a much faster ticket than it will be in a year or so.

Don't be misled into thinking you may be better off staying in the lower rate. Soon you won't be. Jump on the bandwagon now. Work for and pass the next available WPE. Earn yourself Scale A pay and qualify for the quickest advancement the Navy is ever going to be able to offer you.

SHIPS of the ROYAL NAVY

No. 381

HMS Roebuck's sleek white shape steams through Plymouth waters.



FACTS AND FIGURES

Length: 64 m. Breadth: 13 m. Draught: 3.8 m. Displacement: 1500 tons. Maximum speed: 15 knots. Main engines: Four Mirlees Blackstone ES8, 760 BHP at 900 RPM (two engines per shaft). Diesel generators: Three Mirlees Blackstone ES4MA 266 KW. Complement: 47.

ALL-SEEING ROEBUCK

BY September, HMS Roebuck, the Navy's newest coastal survey ship, should be fully operational. She will start

her work as perhaps the most sophisticated ship ever built for the sole purpose of charting the seabed.

Equipped with one of the most technically advanced data handling systems in existence, the Survey Information Processing System (SIPS), she is able to "see" and chart the ocean floor with uncanny accuracy, outlining rock formations and pin-pointing old wrecks.

Trials

Since commissioning in October last year she has been undergoing extensive Part IV trials to test the powers of her positional fixing aids and computer technology — both hardware and software. She has carried out a series of progressively more complex trial surveys to determine the full operating parameters of the equipment.

SIPS aids the surveyor in all

aspects of hydrographic surveying from the planning to the final compilation of the records. Through an impressive array of processors, disc drives, printers, plotters, graphic display terminals and the sensors themselves, SIPS can present the data either as a fair sheet showing all the depths obtained or as a 3-D terrain model plot of the seabed.

In addition the vessel is equipped with both towed sidescan sonar and Hydrosound sonar systems. The latter is a hull-mounted stabilized high definition sonar capable of de-

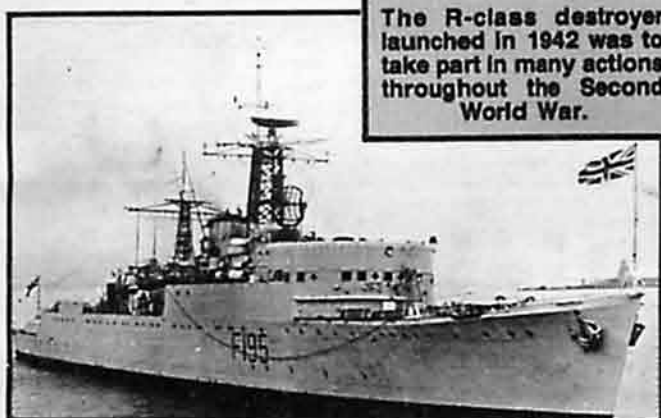
tecting wrecks and other seabed obstructions.

Larger than the previous coastal survey ships of the Bulldog class, HMS Roebuck is designed to operate primarily on the UK continental shelf, undertaking hydrographic surveys to update the current series of Admiralty charts. She was built by Brooke Marine of Lowestoft and launched in November 1985 by Lady Cassels, the wife of Admiral Sir Simon Cassels.

Much of last winter was spent 20 miles south of Plymouth in the Bigbury Bay area under-

taking trials, and in May the ship headed south to Gibraltar, where one of the aims was to update the charts of the area immediately to the east of the Rock, last surveyed in 1947.

If trials complete as planned in September, the ship's first operational task is likely to be surveying work off the Scottish coast. The same month, she will also be featured in the Royal Naval Equipment Exhibition in Portsmouth. In August she takes part in Navy Days at Plymouth.



The R-class destroyer launched in 1942 was to take part in many actions throughout the Second World War.

Dampier's legacy

ONLY one of the 18 ships previously named Roebuck, has had connections with the Surveying Service. She was the ninth, a fifth rate of 26 guns which undertook surveys in and around the waters of Australia and New Guinea at the beginning of the eighteenth century.

She was under the command of a Capt. William Dampier, and in fact, two of the boats carried by the present HMS Roebuck are named after ships commanded by Dampier, Bachelor's Delight and Jolly Prize.

Armada

Early ships of the name had close links with two of our greatest seafarers. The first, a hired ship of 300 tons, took part in the Armada Campaign in Sir Francis Drake's Squadron, and subsequent ships were with Sir Walter Raleigh at Cadiz and in the Islands Voyage.

In 1637 a 90-ton pinnace of ten guns, was launched and the following year was one of Rainborowe's squadron which revolted and went over to the Royalist cause. When Prince Rupert was appointed Admiral of the Royalist squadron she came under his command, and served with him until 1649 when she fell into the hands of Parliament at the surrender of Kinsale.

Subsequent HMS Roebucks had similarly distinguished careers. The eleventh served in the wars with Spain and France in the mid-eighteenth century, and also in the Seven Years War. The twelfth was a fifth rate built in 1774 at Chatham and was involved in the American War of Independence. In

1778 she was with Howe on the North America Station and in 1780 took part in the capture of Charleston.

During the First World War the 360-ton HMS Roebuck of that era was part of the local defence flotilla at Devonport, and was sold shortly afterwards in 1919.

She was succeeded by a balloon vessel in 1940, and then in 1942, the R class destroyer built at Greenock, was launched. In 1943 she joined the Eleventh Destroyer Flotilla attached to the Eastern Fleet.

At this time there were a few U-boat and Japanese submarines operating in the Indian Ocean and achieving some success in sinkings. These were replenished by two supply ships and by February 1944 one of these had been found and sunk. On March 12 HMS Battler spotted the second, and HMS Roebuck was called in to close the position. Very soon she succeeded in sinking the German ship resulting in a severe curtailment of U-boat operations in the area.

Transfer

Until the end of that year she took part in several operations, and then in early 1945 was transferred to the Eastern part of the Indian Ocean where she joined an anti-shipping sweep off Andaman Island.

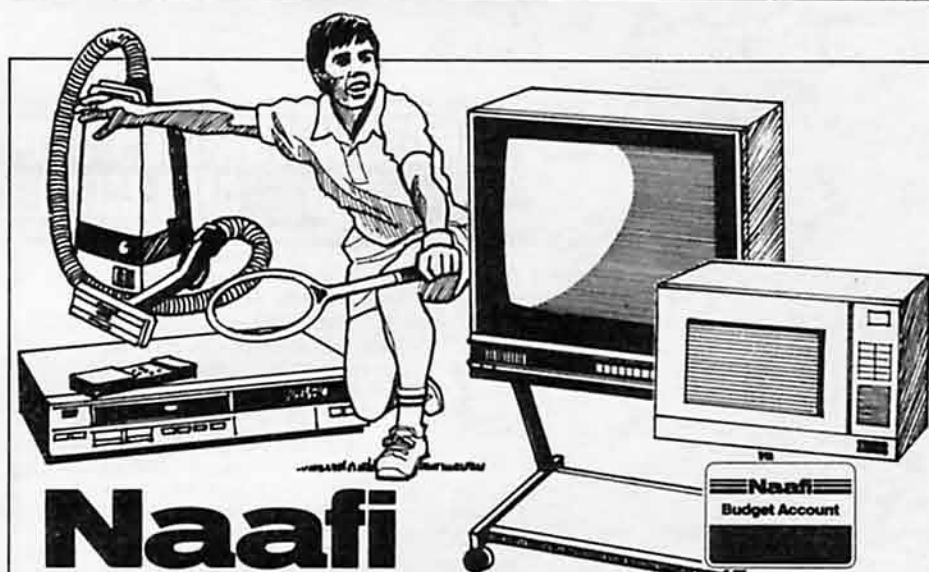
POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth, PO1 3HH. An order for 12 cards is priced at £5.50 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which finally paid off before 1956.

Her last offensive operation of the war took place in July 1945 in company with HM ships Nigeria, Vigilant and Eskimo when she bombarded shore batteries on Car Nicobar while covering minesweeping operations in preparation for an assault on the island. From there she went on with the same force to bombard targets on Sumatra.

In December HMS Roebuck entered the Reserve Fleet but was not there for long as she was later converted to an air target training ship and finally to an A/S Frigate in 1953. She joined the Fifth Frigate Squadron and took part in cruises and exercises in the Mediterranean. In 1964, after two further stints in the Reserve Fleet, she was transferred to the scrap list and sold for breaking up.

BATTLE HONOURS

Armada 1588, Cadiz 1596, Portland 1653, Gabbard 1653, Barfleur 1692, Velez Malaga 1704, Martinique 1794, Egypt 1801, China 1856-60, Sabang 1944, Burma 1944-45.



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IRON AND STEEL

HMS WARRIOR, undoubtedly Britain's first ironclad and now safely "home" in Portsmouth, is seen here soon after the start of her journey south from Hartlepool. Sailing past at one stage was another sleek — but younger — vessel, the Royal Navy's Type 21 frigate HMS Arrow.



No need for Warrior re-naming

MAY I add my congratulations on the excellent and instructive articles you have published on HMS Warrior 1860. May I also reply to at least some of the points in Lieut.-Cdr. May's letter (headed "Let RN Warrior be Impregnable").

This ship is called HMS Warrior and in all formal matters is suffixed by 1860. Our new logo reflects this. It is intended to identify, immediately, that the ship was a warship in the Royal Navy and 1860 identifies her vintage. (The ship has of course been restored to the state she was during her first commission, 1861-64.)

By the time this letter appears we shall be wearing, proudly, the Red Ensign at the gaff, red because it was the colour of the Admiral's Squadron in which the ship first served.

There is a potential risk of confusion over two HMS Warriors but in practice it has not yet proved to be a problem.

There was much logic in re-naming the old Barracks HMS Nelson since HMS Victory (Ship) and HMS Victory (Barracks) were so close. Anyone looking for Northwood in or near Portsmouth needs a new set of maps!

I know that the nomenclature has been discussed at the very highest levels and the decision (today) is that there is no need for change. I am confident that I would not be re-naming the ship it is my privilege to command! — Colin Allen (Capt. RN), captain, HMS Warrior 1860.

LETTERS to the Editor

'Senior rates must be more assertive'

I FOUND a great deal of merit in the letter by CRS(W) G. Walmsley (June) and I agree that his ideas of an exchange system would go some way to turning out a smarter-looking sailor.

However, I believe that the problem could be solved more efficiently by senior rates within the much-discussed Divisional System.

As a member of the Regulating Branch, I know that far too often it is left to the Regulators to pick up and correct scruffy sailors, whether it be for dress or length of hair, thus showing a failure in the Divisional System.

Senior rates simply have to look at their own appearance and then be more assertive in dealing with their subordinates.

The answer lies in our own hands. Far too many senior rates want the extra money and privilege without accepting the responsibility that comes with

promotion, and turn a blind eye to that which needs correcting in the young sailor. — J. M. Cole (warrant officer, MAA), RN air station Culdrose.

KUA misuse

REFERENCE dress standards and the misuse of Kit Upkeep Allowance, as I am currently on the main gate I find myself paying about £15 a month dry

cleaning bills and needing a new cap after a few watches in the rain.

When I am in working dress (No. 8s) I have to replace trousers every four to eight weeks due to the poor quality of the material.

My proposals for a smarter Navy are:

- Abolish KUA in favour of a one-for-one exchange system.

- Improve the quality of dress, in particular No. 8 trousers.
- Watchkeeper's cleaning bills to be paid for by the welfare fund.

To me this seems a very simple way to cut out the misuse of KUA. — T. Colbert (LS(EW)), HMS Birmingham.

Irrelevant

I WOULD like to hit back at those who say the Navy is scruffy.

I don't believe it is. The general appearance to me is that the Navy is as neat as the uniform it is given. How can we help if No. 8's fade, shrink, and curl at the edges, or if white fronts are made of a material which after a few hours' wear looks like your average drying-up cloth?

I also believe that the way in which we get our Kit Upkeep Allowance is irrelevant.

If the scruffy minority haven't enough personal pride to buy new kit, why don't people with authority (MAA's, divisional senior rates, and divisional officers) order the scruffy people to get whatever new kit is required? If they don't, then powers of punishment could be exercised. — R. Bradshaw (LRO(T)), HMS Mercury.

Questionable

I WAS sorry to read of the "scruffy appearance of sailors at all levels," but glad to note that the comments were from within the Service from personnel acutely aware of any decline in standards.

In my time the system of Kit Upkeep Allowance was a good

one, though it may now be outmoded.

It must be remembered that Jack always wore uniform on shore leave, and his "tiddly suit" was always immaculate, whatever the standard of working dress.

Then came the wearing of civvies ashore, and a regrettable tendency to think of uniform as working clothes.

The care formerly lavished on No. 1s was then reserved for lounge suits.

Today, with civilian fashion being scruffy jeans, it would not be surprising if this did not find some reflection in the Service. Whether the remedy lies in a revision of KUA is questionable.

Let me say that the few Service personnel I see in uniform are generally clean and well turned out, even if their haircuts would not have passed in my day. — J. G. Hinton (ex-CPOMA), Worcester.

Dreadful

IT HAS been interesting following the correspondence on the standard of dress in today's Royal Navy.

In my day we had regular kit musters, Sunday divisions, and inspection before going ashore (no civvies then). We were skilled with a dhobi bucket and flat iron, and we wanted to look good for the ladies.

Going on a three-day weekend I always took two spare collars. Can you imagine how many girls wanted to touch and kiss a sailor's collar for luck? They used to get in a dreadful state (the collars I mean, not the ladies). — D. Williams, Glynneath.

IN two editions you have referred to HMS Warrior as the "world's first ironclad".

Can I say, as a "friend" of the Warrior from the time she came to Hartlepool, that this is incorrect. The Maritime Trust has been at pains to point out that the first ironclad was the French ship *Glory* or *Gloire*. She was a wooden wall with iron plates attached to her hull as armour plating. Thus she was an iron-clad ship.

The Warrior, on the other hand, was the world's first iron-hulled ship. She is constructed of tongue-and-grooved iron plates, welded together, with an inner citadel. The iron hull was then lined with oak. Experts at the time she was laid down said she would never float. — J. J. Messam-Gates, Cleveland.

● Navy News has, of course, also mentioned the *Gloire*, and the chronology is well established. However, interpretation apparently comes into it. For example, a recent invitation card issued by Portsmouth City Council, no less, refers to "the world's first ironclad". And a book reviewed in Navy News last month bears the title "Warrior: Restoring the World's First Ironclad". — Editor.

'HOLBROOK AT RISK IF ALLOWANCE CEASES'

I WOULD like to reply to the letter from CPO D. A. Munro (June) suggesting the ending of the Boarding School Allowance.

I am sure he does not realize the untold damage his suggestion would cause for such a little saving.

The most drastic result would almost certainly be the closing of the Royal Hospital School at Holbrook, which was founded 270 years ago.

Closure would deprive the

sons of seamen of a good education, but would also penalise quite a number of less fortunate children and orphans whose fees are paid for or subsidised.

I would like CPO Munro to use one of his week-end leaves to visit one of the finest boarding schools in the country.

— A. J. Gibson (ex-stoker), President, Chatham branch of the Royal Hospital School Old Boys' Association.

WITH regard to CPO Munro's letter, the whole point of Boarding School Allowance is to give Service children an uninterrupted education.

My two daughters go to boarding school because I don't wish them to be educationally disadvantaged because their father is a sailor.

In 17 years of marriage we have not spent more than three years in one place. Perhaps your correspondent has been luckier. — (Mrs.) J. R. Jones, Alverstoke, Gosport.

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JACK

BY TUGG

'EY! CHEF!
WHAT'S FOR
SUPPER?ROAST
ALBATROSS!

Price of rolls hard to swallow

COMBINING CAREER AND FAMILY

IN RESPONSE to POWren D. E. Stebbings' letter (May) I was interested to read her views on motherhood, pensions, and the Service.

Surely the issue here is about the right to choose whether one combines a professional career with a career as a mother, rather than opting for a shortened career with reduced pension benefits followed by motherhood.

Many would argue that the needs of motherhood are highly incompatible with any full-time job — let alone the Services (as mentioned in the letter).

However, there is a growing number of professional women who successfully combine family and career (most will claim in that order) with the assistance of nannies, mothers-in-law, "house husbands" etc.

If we, the WRNS, are to continue to attract qualified and motivated professional women into the Service, alongside the expanding and varied professional jobs that civvy street also offers with pension plans and maternity benefits, we should also be looking at a review of the current terms of "keeping mum in the Service." — M. J. L. Grimley (second officer, WRNS), HMS Neptune.

WHY do we as a ship's company have to pay 50p for a filled roll at the Naafi on board while at a Naafi canteen 500 yards away the exact same rolls are 29p?

Yet if an enterprising member of any ship's company were to start providing rolls at less than 29p (which can be done easily) Naafi would be down on us like a ton of bricks. — CMEA(L).

● Naafi policy is that, assuming rolls and filling are identical, the price should be the same on board as ashore. Departure from this policy should be reported to the canteen manager, say Naafi, or, failing a satisfactory response, to the Supply Officer.

Naafi roll prices are set in line with policy laid down by the Services and after careful price testing. "Yes, the sailor — or the housewife — can make filled rolls more cheaply. They would not need to cost-in salaries, NHI contributions, heat, light, fuel, etc. Nor would they need to contribute to ship, unit or central welfare funds."

Naafi's response concludes: "When comparing like with like — that is, another commercial organisation — Naafi offers good value." — Editor.

History of the boatswain

(From Vice-Admiral Sir Louis Le Bailly)

YOUR article "Farewell to the Last Bosun" (June) seems to imply that the ancient rank of boatswain dates only from about 1450.

Professor Michael Lewis, who taught us at Dartmouth 60 years ago, asserts in his book, "England's Sea Officers" (Allen Unwin and Co.) that the batsuen (or boatswain) was in fact in charge of the "butsecarles," an organized group or naval bodyguard to the

Saxon kings before the Conquest.

Their headquarters was at the mouth of the River Thames.

It is true that both the butsecarles and the batsuen seem to have disappeared after the Conquest, but the latter seems to have popped up again in connection with the furnishing by the Cinque Ports, who were under contract to supply the Sovereign with 57 ships for 15 days a year or more at a predetermined rate. — Louis Le Bailly, Bodmin, Cornwall.

Long and short of it

YET AGAIN summer is upon us — not quite as hot as one would wish, but still pleasant.

That is until long sleeved shirt and tie are donned in the morning for work.

Ugh! Another warm day with hot sore neck and uncomfortable feeling. And yet what nice white short sleeved and open neck shirts I have at home, purchased from that modern man's shop "Styled looks of Pusser" (SLOPS), designed to accommodate shoulder badges too, and yet only to be seen worn in faraway overseas places.

On a sensible note, when are we going to see a sensible summer rig for use in the UK?

Yes, white tropical shirts would be ideal, and at no extra design cost.

Here, in HMS Dryad, we see other navies wearing similar shirts, and they look smart and comfortable.

Come on, powers-that-be. I am not suggesting a complete rewrite of Dress Regulations. — R. Saunders (CPO(OPS)(M)), HMS Dryad.

I READ with interest the articles on No. 8 shirts and trousers (March).

I still have two cotton No. 8 shirts issued to me in the 1950s,

which do service as overalls when I decorate my home.

I never have any problems washing and ironing them, except for the iron sticking to the paint spots.

They are still wearing well, and look good for a few years yet. — P. F. Waters (ex-AB), Preston.

Attacker in the Clyde

IN THE MARCH issue I read that a young lady sailed the Clyde on board the patrol boat, HMS Attacker.

You may be interested to know that an Attacker sailed up the Clyde to Glasgow at the end of the Second World War. I was a member of the crew, and we brought her back to Scotland prior to giving her back to the United States, from whence she came on loan.

This Attacker was a bit bigger than the patrol boat. She was an aircraft carrier, and I was privileged to be on board at the end of the war when we were at the surrender of the Japanese in Penang harbour, the ceremony taking place on board HMS Nelson. — N. Hook (ex-AB AA3), Derby.

Keeping in touch

YOUR item, "Excellent News" in the June issue did not do you justice.

Through your feature, "Over to You," I have contacted six old shipmates from the Second World War, plus contact with two authors on naval subjects and correspondence with people in the United States.

I must be only one of many hundreds of readers of your first-class naval paper who have benefited by your help. Keep sailing! — E. J. Craske (ex-DEMS), Peterborough.

GLORIOUS REPORT

REGARDING a March edition book review, for many years I have tried to publicize the fact that HMS Glorious did transmit an accurate enemy report, time of origin 1615 GMT on 4740 kilocycles at 1620 on June 8, 1940.

This was received in HMS Devonshire at 1620 and read by me and a telegraphist in the Remote Control Office and by a third operator in the main wireless office.

Confirmation that the enemy report was transmitted can be found by a statement by Flight Lieut. Stuart Mills, a Hurricane pilot survivor of HMS Glorious, in Liddle Lucas's book, "Wings of War," published by Hutchinson in 1983.

I would like to know what happened to the operator's log and copies of the enemy report. — Trevor T. Jenkins, Dawlish.

Warrant rules cause tension in a marriage

MY HUSBAND has two dependant children by his first marriage, living with their mother away from a naval port.

The children's mother would not agree to joint custody, so my husband as a married man who has a wife (me) living locally is entitled to only four basic warrants a year.

So for eight months of the year, once his warrants have been used to see his children, we have to find extra money to fund the visits, and this is besides paying maintenance.

The net result of this is tension between my husband and myself.

Warrant entitlement rules need a re-think concerning divorced men or women who have remarried and have their new spouse living in the port area while still having visiting rights to the children of their previous marriage.

They should have entitlement to their existing four basic warrants but have leave to apply for up to eight additional warrants, solely for the purpose of visiting their children. — "Worried", Portsmouth.

● The official comment is that entitlement to family travel at public expense is only provided for family members "who are normally resident in a Serviceman's household."

The decision to divorce is purely a personal one, taken by the parties involved — it is not a Service decision.

Travel warrants are funded from public funds and it is unreasonable to expect the taxpayer to subsidise what

SLEEP WELL!

WE HAVE read with great interest (July) the article on bunk straps.

It seems to typify today's Navy that these should be introduced to big ships (for example, HMS Invincible) and not where needed — in small ships.

The Invincible must run into many a Force 8 around the West Indies, United States, etc.

Please relay our deepest sorrow to the ship's company involved, and we hope they have a good night's sleep. — S. White, (AB(R)) HMS Redpole.

amounts to the outcome of an individual's decision.

Custody of the children is decided by the courts based on the facts available to them at the time. If there is a subsequent change in circumstances that may relate to the custody of the children it is suggested that the courts be approached to reconsider their original decision. — Editor.

ALCOHOL TRAGEDY

IN RESPONSE to CPO M. E. Stevenson's letter (June) on the subject of "sharing your duty-free privileges", I wish to say that I thoroughly support his views on the supply of duty-free tobacco.

However, he failed to mention the duty-free alcohol which is just as easily obtainable as the cigarettes. This can predispose to as many health and social problems, and greatly impairs performance and standards.

I do not suppose that many Service men will agree with me, but where I work I often see the sometimes tragic results of this over-indulgence. — S. Stone (ex-QARNNS, now National Heart Hospital).

Navy News

No. 397 34th year

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SUMMERTIME



Galley inspection by Prince Charles during his visit to HMS Amazon ... Beside him is POCK Alan Beveridge, while the "customers" are WEM All Barber, LSA Robert Carr and LSA John Carradine.

HMS Amazon at speed off Majorca during her role as part of NAVOCFORMED.



Royal visit is climax of Amazon's sunny season

A VISIT by the Prince of Wales formed the climax of a busy spring and summer for the Type 21 frigate HMS Amazon.

Prince Charles flew to the ship on July 2 while she was at sea in the Portsmouth areas. During his forenoon on board he toured the Amazon, meeting almost everyone and bringing him-

self up to date with the latest operating procedures.

In the week before her royal visit, the ship called on her adopted city of Southampton. There, the ship's company were guests at a civic reception hosted by the Mayor, Mrs. Ivy White; the Amazon cricket team notched up their first victory of the season against St Mary's XI; and hundreds of school-leavers, Sea Cadets and educationalists were welcomed

on board for career demonstrations.

Princess Anne Maternity Hospital in Southampton, and St Luke's Hospice in Plymouth benefited by £700 as a result of a sponsored cycle ride — headed by Lieut. Alan Barth and LPT Halford on a tandem. The team pedalled from Plymouth to Southampton to meet the ship.

Earlier in the summer, after completing sea training, the Amazon took part in the 34th activation of the Naval On-Call Force Mediterranean (NAVOCFORMED).

Colourful visits were made to Cartagena, Palma, Naples and La Spezia, with opportunities to visit Majorca, Rome and Florence.

Focal point of the activation was Exercise Open Gate, under a Turkish admiral. During a quiet moment, the British frigate's "International Horse Race" provided plenty of excitement — and several hundred pounds for the ship's charities.

In July the ship was involved in principal weapon officer training at Portland and was visited by the Chinese Naval Attache, who witnessed a replenishment at sea with RFA Gold Rover.

Just before the Amazon returned to Devonport for summer leave, her season's finale came with a surprise visit by comedians Eric Sykes and Terry Scott, who were starring in shows in the Dorset area.

Blackwater joins in regatta fun

THIS FISHY encounter (below) awaited a boarding party from HMS Blackwater during a routine inspection while the vessel was on fishery protection duty in the Irish Sea.

The ship's first lieutenant, Lieut. Martin Hibbert (centre right) and LS Hunt (centre left) stand by as crew members of a trawler sort through their catch.

HMS Blackwater, in the background, is the only

River-class fleet mine-sweeper which is not manned by the RNR.

As a member of the Fishery Protection Squadron's Coastal Division, she was a guest at fishermen's regattas at Weymouth and Mallaig.

In company with HMS Sandpiper, Britannia Royal Naval College's training ship, the Blackwater was guardship at the Weymouth-Devenish Trawler Race.

Later, both naval vessels joined in the festivities by laying out their hoses and taking part in a water fight.

After a brief call at Portsmouth, the Blackwater undertook a short fishery patrol in the Irish Sea.

At Mallaig, on the west coast of Scotland, the ship arrived for the tenth anniversary celebrations of the local Fishermen's Mission. Also present were the Captain Fishery Protection, Capt. J. S. Chestnutt, and his executive officer, Cdr. P. J. Unwin.

During a week-end of events, a Royal Navy team came third in a raft race and were guests at a ceilidh and a traditional Scottish high tea.



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SPECIAL!

GRACE-FULL DAY IN ARK

SINGER Grace Kennedy and the Nigel Lithgoe Dancers were an added attraction during a Families Day on board HMS Ark Royal.

In brilliant sunshine and on a flat-calm sea off Portsmouth, Grace and the girls went through their routine for the filming of a TVS "Summertime Special" programme, which was due to be shown on the ITV network in early August.

They are pictured here stepping out on the Ark's hangar lift, and watched by an impromptu audience of 2,000.

The Families Day, on July 3, followed an intensive exercise programme by the carrier — and a dramatic rescue of 20 people from a sinking fishing vessel.

As reported in the July edition of Navy News, the Ark went to the assistance of the West German vessel Hessen which was taking in water off Duncanby Head on the north coast of Scotland.

Airlift

A salvage team, led by WOMEM Anthony Benton, was flown to the Hessen by two Sea King helicopters of 820 Squadron embarked in the Ark Royal.

Following an unsuccessful attempt to keep the vessel afloat, the people on board and the Royal Navy personnel were airlifted to the aircraft carrier.

Other members of the salvage team were CMEA Andrew Batchford, CMEA Ron Boynton, LMEM Keith Morrell, LRO Wright and MEM Bilton.

During her exercises off the north of Scotland, the Ark operated with the RAF and with Dutch, German, Danish and Canadian forces.

For the first week the carrier embarked Harrier GR3 aircraft of the RAF's No. 1 Squadron, while her own Sea Harriers of 801 Naval Air Squadron operated from bases ashore.

While in London, the Ark Royal was presented with a cheque for £40,000 as a thank-you to the ship's company for staging a glittering charity banquet and dance on behalf of the White Ensign Association.



Picture: LA(Phot) Paul Darragh

BRAVE TAKES SHARES IN THE BEAUTY OF A BANK

HMS BRAVE can bank on the support of pretty Rhonda Sillett, who is getting a lift here from members of the ship's company, including the commanding officer, Capt. Fabian Malbon.

Rhonda (23) is the new Miss Brave, a title held with that of Miss NatWest.

The Brave's affiliation with the National Westminster stems from the fact that the Devonport branch of the bank holds the frigate's public account.

Rhonda, of Barking, Essex, works in the bank's City Region training team and became Miss NatWest in December 1985. During her two-year term of office she has visited a number of ships.

Her first call on the Brave came while the ship was in the Pool of London last December, and it wasn't long before plans were made to make her the frigate's official beauty queen.

Her naval duties have included a trip to sea during a families day and attendance on board for the visit to the Brave by Chief Montour and his party from the six Indian nations of Southern Ontario.

Rhonda has represented the NatWest at many events. Her successor in the title, to be chosen in October, will also take over as Miss Brave.



Nottingham's belle

IT'S not hard to see why Nicola Kidd was the pick of the large entry for the Miss HMS Nottingham competition.

Nicola, of Wollaton, Nottingham, was chosen by members of the ship's company at a dance in the city. She is pictured on board with AB(R) Mark Smith and SEA(R) Garry Harding.

During the spring and summer, the destroyer was something of a hit on the Continent, 14,000 visitors being welcomed on board over the three days she was at Den Helder for Dutch Navy Days.

She was also the centre of attraction at Rouen, where she paraded a guard for the VE-Day parade. After sea training at Portland she was designated as the guardship for Cowes Regatta.

Picture: Nottingham Evening Post.



Picture: Background — The NatWest staff newspaper

GRANTS NOW £2,300

ALTHOUGH the annual subscriptions to the officers' and ratings' dependants' funds remain unchanged, the level of grant, recently raised to £2,000, has been further increased to £2,300.

Total membership represents about 89 per cent of all officers, and 96 per cent of all ratings.

In the past 12 months, nine officers and 49 ratings died, and all were subscribers to the fund.

Natural causes accounted for the majority of officer deaths, and the main cause for ratings resulted from road accidents.

All subscribers are reminded that it is their responsibility to inform the Fund office of changes of dependant as they occur. The combined office is located in HMS Centurion, Gosport, Hants, PO13 9XA.

Announcement dated May 8, 1987

Skills test

THE CITY and Guilds of London Institute has agreed that the award of a Part One Skills Test Certificate is appropriate for all leading hands who have successfully completed the Seamanship Career Course.

DCI (RN) 132

New badge

A NEW design shoulder badge, incorporating a gilt foul anchor superimposed on a silver cross is now available for wear by chaplains. It replaces the current woven rayon pattern.

DCI (RN) 131



RELEASE DRILL TIGHTENED UP

RELEASE procedures for WRNS ratings has been tightened up, "to avoid the possibility of the computer continuing to pay personnel who have left the Service."

Instead of Wrens being discharged from the establishment in which they were last serving, they will have

"What's this? A feature on the Chief Wren's corset?"

to go through one of the release centres at HMS Nelson, HMS Drake, or HMS Cochrane.

This will apply to Wrens who are due to leave on completion of engagement, or on 18 months' notice, or for marriage reasons.

All other forms of discharge (except invaliding) may be carried out under current arrangements.

DCI (RN) 141

GET WISE ON DCIs

Transfer market

ALL ROYAL Navy and WRNS ratings who have completed new entry training and wish to apply for branch transfer should study the latest announcement on the subject.

Recruiting is open to the sideways entry branches listed, namely:

RN: Physical trainer, regulator, aircrewman, photographer, communications technician, diver, coxswain (SM), seaman, and survey recorder.

WRNS: Physical trainer, regulator, dental hygienist.

RN/WRNS: Family services. Regarding the branch transfers, requests for manning clearance "will receive sympathetic consideration, but even if given, drafting action may be delayed by up to 18 months to reduce turbulence."

Manning clearance from underborne branches will only be given in exceptional cases. These are:

RN: Medical assistant, communications (tactical), communications (general), marine engineering mechanic (M) and (L), cook, steward, stores accountant, writer, tactical systems (SM), weapon engineering

SIDWAYS
ENTRY OFFICE



mechanic (O) and (R) (SM), marine engineering mechanic (M) and (L) (SM), naval airman (AH), and air engineering mechanic (M).

WRNS: Weapon analyst, operations (radar), stores accountant, writer (all categories), meteorological, education and training support, and air engineering mechanic (R).

The announcement adds that there is a growing requirement for submarine-trained ratings, and applications are sought from those with the necessary qualifications. Transfer will lead to extra pay.

DCI (RN) 161

NEW ACT IN FORCE

UNDER the terms of the Crown Proceedings (Armed Forces) Act, which received the Royal Assent on May 15, 1987, it is now open to a member of the Armed Forces (or dependants) to make a common law claim for damages in respect of injuries or illness or death arising from an incident on or after that date, and believed to have been caused by negligence on the part of one or more members of the Services when on duty, or on the part of the Ministry of Defence or the Crown.

The new Act is not retrospective.

DCI (Gen) 70

History prize

IN THE 1986 Naval History Prize competition, the winner was Lieut.-Cdr. H. W. Dickinson (£200, medal, and Certificate of Merit).

Second prize was not awarded, but the third went to Lieut. D. Duthie (£80 and Certificate of Merit).

DCI (RN) 140



EXHIBITION DATES

THE NINTH Royal Navy Equipment Exhibition, organized by the Defence Export Services Organization, Ministry of Defence, will be held at Whale Island, Portsmouth, from September 7 to 11.

The exhibition enables British manufacturers to exhibit a wide range of naval equipment to potential customers from both home and abroad.

Many official overseas visitors are expected.

DCI (Gen) 52

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Props to get a brush-up

POLISHING up propellers is to have a new meaning in the Royal Navy with the introduction of a water-driven system supplied to the FMGs (ship husbandry teams) for use by ships divers.

Significant fuel savings and noise reduction can be achieved by regular polishing.

In the past, between dockings, this has been done manually by ships divers using pads, which is labour-intensive, slow, and rarely results in the required standard of finish.

To alleviate these problems, the new gear has been provided. It is intended primarily, but not exclusively for use during assisted maintenance periods, and is suitable for the propellers of frigates and larger ships.

The brushing unit consists of a water turbine operated from the ship's salt water service, and a gearbox, with brush pads mounted on two contra-rotating shafts. The unit has neutral buoyancy in water.

DCI (RN) 182

Tailored course

A SPECIAL leading rates leadership course is to be conducted at HMS Royal Arthur for otherwise qualified candidates who have had to cancel places due to temporary medical limitations.

The physical element of the course will be tailored as necessary to reflect the candidate's limitations.

DCI (RN) 133

Revision

THE WEAPON Analyst Branch of the Women's Royal Naval Service is to have a revised training package from September 1.

The duration of the career courses have been revised, and in addition three task books have been introduced to provide continuation training.

DCI (RN) 178

Mersa Matruh

THE LATEST cover available from the RN Philatelic Officer, RNAS Yeovilton, marks the anniversary of the bombardment of Mersa Matruh on July 11, 1942, and shows an Albacore and the destroyers Beaufort, Eridge, Dulverton and Hurworth, together with a badge of 821 Squadron.

Announcement dated July 3, 1987

Marine in bid to scale the Broken Tooth

MNE Sam Holton of 45 Commando Royal Marines has returned to his base at Arbroath after tackling one of the most difficult mountaineering challenges in Alaska.

Mayoral honour for Don



Mayor of "Casterbridge" ... Lieut.-Cdr. Don Smith RN (retd.).

ONE of the guests for the mayor-making ceremony at Dorchester, Dorset, was the Captain of HMS Osprey, Capt. Christopher Craig, who was there to witness the inauguration of his former commanding officer.

The new Mayor, Lieut.-Cdr. Don Smith RN (retd.), is a former commanding officer of 820 Naval Air Squadron, in which Capt. Craig served when it was embarked in HMS Eagle in the mid-1960s.

Lieut.-Cdr. Smith is one of the few naval men to become "The Mayor of Casterbridge," Dorchester providing the real location of Thomas Hardy's novel of that name.

With former Marine Mick Wilkins he attempted to conquer "Broken Tooth" — a peak more than 9,000 ft high — using an entirely new route.

Broken Tooth — officially known as Point 9050 — was climbed for the first time in 1983 by two Americans who ascended via a ridge to the south-east.

Sam and Mick planned to use the difficult south-west approach. For weeks they had to cope with poor surface condi-

tions, blizzards and avalanches.

However, they had ascended to within a few hundred feet of the summit when their way was barred by a 150-ft rock wall which proved inaccessible without the use of bolts, a measure the duo were reluctant to employ.

They climbed an easier, 7,650-ft peak, but their plans to make another attack on Broken Tooth using an alternative route were thwarted by two weeks of continuous and "soul-destroying" snow, rain, avalanches and winds.

Farewell to drafting veteran

SECOND World War veteran Lieut.-Cdr. Ray Gibbons has finally left the Royal Navy after almost half a century of service.

Ray, who has retired as Weapon Engineering Ordnance Drafting Officer at HMS Centurion, joined the Navy as an electrical artificer apprentice in 1938.

He received his commission in 1949 and served in HM ships Swiftsure, Newcastle and Victorious. He joined Centurion in 1970 where he completed active service in 1975, continuing as a retired officer.

His final departure was marked by a lunch at HMS Collingwood at which Ray was presented with an inscribed silver tray, and a cheque, by the WE Drafting Commander, Cdr. Robert Blake, on behalf of colleagues and friends.

HM submarine Sovereign was the unusual venue chosen for the investiture of newly-



Lieut.-Cdr. Ray Gibbons

qualified Girl Guide Ranger Sarah Johns. The Guides of the 1st Ashburton Division, Plymouth, try to carry out such ceremonies in unlikely surroundings, and the Devonport-based Sovereign seemed an ideal choice — especially as Sarah's father is CAEM(WL)



Picture: HMS Ark Royal

Ark's aunt

WHEN NA(AH) Garth Langton's Aunt Elle visited him on board HMS Ark Royal, there was little he could tell her that she did not already know about the Royal Navy.

For Aunt Elle is Second Officer Elle Patrick, who took the Ark under her wing as one of her last tasks before retirement as Assistant Naval Officer London.

Elle, pictured on the carrier's flight deck with her nephew, was responsible for organising sports events, social visits and sightseeing tours for the ship's company during the Ark's visit to London.

During her time as ANLO, Elle provided a similar service to hundreds of naval ships of many countries. She was also responsible for ensuring that visiting warships were provided with tugs, catamarans fresh water, bread and newspapers.

Raleigh guest

ADMIRAL E. Goksan, commander of the Turkish Naval Forces, visited HMS Raleigh during an official tour of Britain. He was received by the Flag Officer Plymouth, Vice-Admiral Sir John Webster, and the Captain of Raleigh, Capt. R. C. F. Hill.

During his tour of Raleigh, Admiral Goksan visited the new Damage Repair Instructional Unit, the Physical and Recreational Training Centre and the Writers' School.

D. Johns serving in HMS Invincible.

In the past the Guide division's choices of venues have included a mountain-top in Switzerland, a TV studio and a banquet in France.

New Chief Scout's Commissioner for Sea Scouts is Capt. Hugh Orme RN (retd.). During his naval career Capt. Orme was the commanding officer of three ships and on his retirement in 1985 was British Naval Attache at the British Embassy in Rome. He is currently Bursar of Castle Court Preparatory School near Wimborne, Dorset.

A set of four paintings commissioned by HMS Heron for the wardroom, is now complete following the presentation of a portrait of Rear-Admiral Linley Middleton as commanding officer of HMS Hermes. Artist

John Heseltine presented the painting to the Captain of Heron, Capt. Rodney Warwick.

One of the more unusual Service reunions was being held on August 1 at Koeberg, South Africa, when 31 ex-RN members were getting together to mark the passing of the Tot in 1970. They work at Koeberg Nuclear Power Station, 20 of the members being former nuclear submariners.

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Jutland sailor visits Engadine

AS RFA Engadine neared the end of her career she played host to a visitor who served on the helicopter support vessel's "grandparent" ship.

The guest, 91-year-old ex-AB Fred Pedelty (right), joined HMS Engadine at Liverpool in 1915. The first Royal Navy ship to bear the name, she was a seaplane carrier, took part in the raids on Cuxhaven and Wilhelmshaven, and launched surveillance flights at the start of the Battle of Jutland.

When Fred and his family



visited the present Engadine, third ship of the name, he was entertained to lunch by the commanding officer, Capt. J. R. Carew RFA.



When Lieut.-Col. Jonathon Roy Hensman RM received his OBE from the Queen, his daughter was also in uniform for the Buckingham Palace occasion. She is Miranda Hensman and is serving at HMS Osprey, Portland. Col. Hensman is with HQ Commando Forces.

HMS SOUTHAMPTON
CHRISTIAN 61

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Yorkies meet Farm stars

TWENTY members of the ship's company of HMS York were down on the farm during the frigate's visit to Hull. The farm is probably the most famous in the country — "Emmerdale Farm", which nestles in a section of Yorkshire TV's Leeds Studios.

Links between the York and YTV were strengthened by the visit, during which the naval party were welcomed in the boardroom by the company's managing director.

They also met "Farm" stars Ronald Magill and Arthur Pentelow and, during lunch, Frazer Hines, Julia Chambers and Malandra Burrows, who is already the York's pin-up.

In the evening the sailors joined the studio audience for a recording of the situation comedy "Home to Roost", and met the stars John Thaw and Reece Dinsdale.

Four days later, the York returned the hospitality when Miss Yorkshire Television (24-year-old Jane Campbell) and 22 YTV staff visited the ship at Hull.

Haslar medics' school opened

THE Royal Navy's new Medical Staff School, occupying a former nurses' home at RN Hospital, Haslar, Gosport, was opened by the Commander-in-Chief Naval Home Command, Admiral Sir Peter Stanford.

Swallow nabs 54 illegal immigrants

IN ONE of the largest "catches" by a Royal Navy patrol craft, HMS Swallow prevented 54 illegal immigrants from reaching Hong Kong.

The immigrants were making their precarious progress in two open sampans, and were intercepted in separate incidents on the same night, to the east of the Ninepin group of islands. The sampans were dangerously overloaded and in poor condition, and the 40 men and 14 women had little food and water for their voyage.

Eight more I.L.s, including a 62-year-old man, were caught by HMS Swift. They were making the crossing in a raft made from a light canvas cover tied to bamboo poles and packed with air pillows.

Japan

This was the Swift's first catch of illegal immigrants after 20 months with the Hong Kong Squadron. She has been involved in successful search and rescue incidents and an important salvage operation, but only now joins the other patrol craft as a I.L.-catcher.

Both the Swift and the Swallow recently completed a deployment to Japan and Korea, visiting Okinawa, Pusan, Kure and Sasebo. Three of the visits were made under the United Nations flag.

The Swallow was again in the limelight when she was visited

by the new Governor of Hong Kong, Sir David Wilson. Sir David was making his first visit to the Headquarters British Forces and HMS Tamar, where he met senior officers and was briefed on the current position of the British Garrison, and on the Royal Navy's operations.

Sharks at Prestwick

SEA KING helicopters of 819 Squadron and the Gazelles of the RN Sharks Display Team were among the attractions of the Scottish International Air Show at Prestwick, which went ahead despite pouring rain.

With about 35 aircraft in all taking part, the show was organised jointly by the Royal Air Forces Association and the ship's company of HMS Gannet, who provided the manpower.

Princess Anne at Centurion

THE Princess Royal is pictured below meeting staff and families at HMS Centurion during a visit to the Royal Navy's drafting, pay and records establishment in her capacity as Chief Commandant, WRNS.

Princess Anne was visiting Centurion to meet members of the WRNS at their places of work and to inaugurate the first phase of the Naval Manpower Management Information System (NMMIS) by switching on the 200th terminal and authorising the next release

of application software. After the visit the Princess lunched with the Commodore of Centurion, Commodore Douglas Dow (accompanying her in the picture) and WRNS officers at the Commodore's residence, Newton House, Lee-on-Solent.

NMMIS is a computer-based system providing data on Service personnel and jobs to manpower planners and controllers. It consists of a database supported by a mainframe computer serving 200 terminals on the Centurion site.



Picture: HMS Daedalus Photographic Section

1982

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'Unfairness' of those social invitations ...

ANXIETY about parties given when Royal Navy ships are on port visits is not, apparently, confined to the reader whose views were printed in the June edition. More letters have been received — and most of them on the same theme.

One correspondent from Bristol writes:

"I have been living with my boyfriend (a sailor) for four years. By living I mean whenever leave permits, since the last two years and ten months he has been at sea.

"It has been the worst two years I have ever spent, living alone and thinking of him at the ports called at by the ship, and the arrangements and good times ships seem to have.

"I tried to explain my feelings but was told it was just my mind.

Relief

"It was with great relief that I read the article in June telling of someone with similar feelings to my own, and who had actually experienced what I had dreaded in my mind of arrangements being made for invites.

"Having no naval connections or anyone to talk to, I am left with just my thoughts. I look forward to Navy News each month as it is the only contact I have.

"I thoroughly agree with the wife saying it was unfair for

LETTERS EXPRESS ANXIETY

party invites to include married men away from home."

From Portsmouth came a letter thanking the original correspondent:

"When one ship was away last year and invitations were sent out, my fellow's mate took up on one and he did go astray," she said.

"It is all very wrong, and now every time I see my husband's mate's girl I just feel I want to tell her, but I cannot because it would split them up.

"The Navy should have this party business stopped, and think about the wives back home. I would like the wife who wrote to know that there are others who feel as she does."

A third letter was rather

surprising, coming not from a wife but from "the invited".

Written from Bath, the letter said:

"We ladies were very interested to read the June issue. Living near a shore base, and working at a local hospital, invites for socials are very often put up on the noticeboards, making for a very enticing evening out, with the promise of good company, good food, wine, disco, etc. Ideal for many a lonely female.

"On occasions we have attended, and on the whole the average sailor is polite, attentive, and enjoys conversation.

Wary

"But having gone through the trauma of divorce ourselves, we hopelessly are a bit wary, and we can only agree with your reader's letter, and sympathise with the mistrust and anxiety it must cause.

"Although we are not connected with the Navy at all, we ladies agree that you — the wives and girlfriends — are very special ladies being able to cope with such a situation.

"Although we make a rule of 'no married men', unfortunately not all females are of the same mind."

Meanwhile from Gibraltar a wife writes, "I had never been to a mess social until some while ago my husband bumped into an old friend whose ship had come into Gib. This friend invited us to a mess social on board.

"The only other people invited were a number of women and at the end of the event all were escorted home or up town for more drinks. What shocked me was that most of the men were wearing wedding



CHAMPIONS IN WONDERLAND

"WE are the champions" was the happy song from Granby RN Community Centre's float at the Plymouth Lord Mayor's Day celebrations. Granby's "Alice in Wonderland" entry was judged overall winner from 100 entries in the carnival, which toured the city.

Pat Bradley (Estate Community Officer) and Mrs. Lesley Pickles (Chairlady RN Residents Association) were joint organisers of Granby's efforts. The picture shows Mr. Bob Pickles as the White Rabbit, children from the Youth Club and Pre-School Play Group, and adult helpers drawn from the local Service Community.

rings.

"On our way home my husband and I had words about the evening and I told him I would be worried when he joins his next ship and senior rates have to attend socials — or put their reason in writing to the mess president."

Trust

However, from a chief's wife in Hampshire came a letter more in sympathy with aspects of ship life.

"While I do partly understand the concern," said her letter, "let us not forget that any marriage or relationship has to have trust and respect built into it.

Falklands tribute to Sheffield

ON THE fifth anniversary of the loss of HMS Sheffield in 1982, the Type 42 destroyer's former first lieutenant was in the Falklands and able to pay respects to the memory of those who died.

Cdr. Mike Norman is now senior naval officer Falklands and CSO(Ops) at Forces HQ there.

Accompanied by CPOMEA Bill Goddard, he conducted a service at the memorial erected on Sea Lion Island by Terry and Rodney Clifton. Wreaths laid included one on behalf of the HMS Sheffield Association.

Earlier Cdr. Norman had presented Terry Clifton with a stainless steel plaque whose inscription describes the ship's loss. The plaque is now in place on the memorial on Sea Lion Island, which is the closest land to where the Sheffield was disabled.

Tablet

The Falklands Families Association is providing another stainless steel tablet which is inscribed with the names of those who died. This was dedicated at the Church of St Martin in the Fields in London at a ceremony attended by many people associated with the Sheffield's past and present. Among those attending were Commodore Sam Salt, the last captain of the Type 42, and the commanding officer of the new Sheffield, Capt. Nick Barker.

The tablet is being taken by the Royal Navy to the islands, to be installed by members of Naval Party 2010.

Plymouth camp a big success

NINETY children and adults undertook assault courses, swimming, riding and many other activities as part of a weekend at Dart Valley Country Park, Ashburton, Devon, organised by Plymouth St Budeaux RN Youth Club.

Older participants camped overnight and the weekend's events, led by Dennis King (estate community officer) and Brian King (RN Residents' Association chairman), were so successful that a "repeat future" is being sought.



TONY—A ROCK IN GIBRALTAR

THIS FAMILY group was pictured in Gibraltar when RPO Tony Kenny was presented with a British Forces Youth Service certificate in recognition of his voluntary work with Service dependants on the Rock.

RPO Kenny, who has now returned to the UK, will be missed by many, including teenagers at the Combined Services Youth Centre. Apart from his work at the centre over the past two years, Tony has assisted in running youth camps in Southern Spain and also undertook a series of youth training courses run by the Services professional youth worker in Gib.

The Forces Youth Service there sponsors a variety of clubs and activities for Service dependants, and always welcomes extra adult support.

With RPO Kenny in the picture when he received his certificate from the Flag Officer Gibraltar (Rear-Admiral P. G. V. Dingemans) are his wife Rachel and children Laura and Helen.

Chan's tale ends well

WHATEVER happened to the ship's dog Chan after HMS Wasperton paid off in November 1984 at Hong Kong?

The problem was left to CCMEA(M) Colin Chapman, who has now written to Navy News to tell the story.

"It had been decided," he wrote, "that none of the squadron dogs should be transferred to the new ships. Chan presented a problem that caused some anxiety.

Desperate

"The situation was getting quite desperate when a family who had just arrived in the Colony, Ron, Val and daughter Lindsay Underwood, who had seen an article in the Hong Kong Standard, contacted me. It was agreed that they would become the owners of Chan.

"They have now come to the end of their tour, and so were faced with the same situation of finding a suitable home.

"The search has proved as difficult for them as it was for

myself, and so they decided that Chan would return to the UK with them. He is now in quarantine kennels in Alton, Hants.

"I am sure that many readers, from the Wasperton and also the ship's company of HMS Tamar at that time, will be happy to know that he is in good hands."

Rowner's first Rose Queen

YOUNG Soraya Hudson, daughter of LS Rocky Hudson and Mrs. Hudson, is Rowner Recreation Centre's first Rose Queen.

The competition was held during an evening which was much enjoyed by the Gosport families, with the crowning carried out by Mr. P. Crossley, president of the club and Area Community Officer.



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NEWSVIEW

Wives' views on the men's social lives

"ALL the nice girls love a sailor" may be the music hall song of a long-gone era, but its sentiments contain enduring elements of truth. Moreover, it represents a reality which can sometimes set problems, although these may figure more in imagination than actuality.

But it leads into a topic important to many wives, as is evident from a letter reported in our June edition and the resultant postbag mentioned in this one. While various shades of opinion emerge on the subject of married sailors' attendance at social events to which "unattached" women are invited, there is a recurring theme that this can be unfair both to the wives at home — and to the men.

So what do the men think of all this? While wives and others have written to express their feelings, should we read any significance into the fact that no sailor, married or single, has put a view? However, we have heard tell that in one ship at least the original item caused some fluttering in the dovescotes with remarks like, "That is the sort of thing that could spoil our social lives!"

Sincere views

This, of course, was not the object. The wives' letters contain obviously sincerely-held views deserving a hearing, because how they perceive matters has a real bearing on their attitude to the Navy and their husbands' careers. Furthermore, there is one positive suggestion that, where possible, wives and girl friends should become more involved themselves in social activities.

Undoubtedly many sailors and ex-matelots will smile wryly at all this, feeling that it runs contrary to the concept that a life on the ocean wave should take men far and wide and offer a taste of freedom — if only the freedom to be trusted. And indeed trust is another of the subjects raised in the wives' letters, one expressing the indisputable truth that inbuilt trust and respect is exactly what is needed to keep marriages stable.

Clearly all this falls into what might be called a sensitive area. But even serious subjects can take a few laughs. Advocating a radical approach to the situation, cartoonist Smiles offers a somewhat impractical suggestion on this page: a case not of "lock up your daughters" but "lock up your dads". Take that seriously, and you'll believe anything...

New sights set for Navy Days

EXCITING new sights will join the old, the borrowed and the blue in Navy Days at Portsmouth and Plymouth over August Bank Holiday week-end.

In Portsmouth, among the newest ships will be HMS Challenger, the purpose-built seabed operations vessel containing many unusual features, while the Netherlands are due to be represented by the brand-new missile-armed frigate Jacob van Heemskerck, commissioned last year.

At Plymouth, the newest vessels on show to the public will be the nuclear-powered fleet submarine HMS Torbay, and the new-technology survey vessel HMS Roebuck.

Ark Royal

It will be Portsmouth's turn this year to show off the only aircraft carrier on view — HMS Ark Royal, which is certain to be a star attraction, while the assault ship HMS Intrepid is also sure to draw the crowds.

Destroyers, frigates, submarines, mine hunters and Royal Fleet Auxiliary vessels will also be open to the public at both venues.

Air displays, helicopter trips, boat trips and static exhibitions are on offer. At Portsmouth, each day will conclude with Beat Retreat by the Royal Marines Band of the Commander-

in-Chief Naval Home Command, while at both bases cadet bands will provide music daily during the three-day events (August 29-31).

Proceeds from both events — and from other Navy Days and Navy Air Days — go to naval charities, which last year benefited from the shows by a total of £220,000, topping the previous year's figure.

Of that sum, King George's Fund for Sailors and the Royal Naval Benevolent Trust were each given £46,000, while nearly £50,000 went to the Fleet Amenities Fund. The remainder was divided up between other causes.

Eastney Tattoo

Nine days after the events at Portsmouth and Plymouth, the Royal Marines stage their four-day Eastney Searchlight Tattoo on September 9-12.

On the first evening the RAF Red Arrows display team will give a spectacular, 20-minute display of formation flying and aerobatics over Eastney seaford, Portsmouth.

Illuminated by eight Second World War searchlights, the show will also include a display by the Royal Marines Free-fall Parachute Team (current world stacking champions) and per-

formances by the Royal Signals Motor-cycle Display Team (The White Helmets), the RAF Gymnasts the Queen's Colour Squadron of the RAF, Hampshire Police Dogs, and the skidding cars of the Royal Marines Evasive Driving Team.

The flying display will also include vintage aircraft of the RN Historic Flight, and it is hoped that a Sea Harrier will take part.

The tattoo follows last year's successful event attended by over 7,000 people. Seating will be erected to cater for up to 5,000 people each night.

Navy Days season got off to a rousing start this year with a record-breaking crowd of 29,000 attending Rosyth Navy Days on June 13-14.

Biggest draw was the Ark Royal, with the nuclear-powered submarine HMS Churchill also attracting the crowds. HM ships Manchester and Battleaxe were present, and there were flying displays by Sea Harrier, Sea King and Lynx aircraft.

During the two days Radio Forth made continuous live broadcasts from the flight deck of the Ark.

VISITORS' GUIDE

PORTSMOUTH NAVY DAYS

Ships to see: Ark Royal, Intrepid, Challenger, Bristol, Nottingham, Gloucester, Manchester, Apollo, Ariadne, Iveston, Wilton, Brionington, RFA Tidespring, two nuclear-powered and one conventional submarine, HM survey launch Gleaner, BNS Westhinder (Belgian frigate), HNMS Jacob van Heemskerck, HMS Medusa (Gosport Coastal Forces museum vessel). **Opening times:** 10.30 am to 5.30 pm. **Admission prices:** £3 (children and OAPs £1). **Car parking:** £8 (£12 minibus, £75 coach), inclusive of occupants. **Refreshments:** Bars, stalls and restaurant.

PLYMOUTH NAVY DAYS

Ships to see: Roebuck, Boxer, Battleaxe, Brave, London, Amazon, Ambuscade, Minerva, Phoebe, Argonaut, Brinton; HM submarines Torbay, Swiftsure, Sealion and Orpheus; RFA Appleleaf and Black Rover; and Exeter Maritime Museum junk Keying II. **Opening times:** 9.30 am to 6.30 pm. **Admission prices:** £3 (children and OAPs £1, children free on Saturday only). **Car parking:** Free park-and-ride service from Central Park from 9.45 am, or park at the Citadel and boat ride from Phoenix Wharf, the Barbican, 10 am daily (£2 return, children and OAPs £1). **Admission extra.** **Refreshments:** Include beer tent.

EASTNEY SEARCHLIGHT TATTOO

Gates open: 5 pm, show starts at 7 pm (6.40 pm on Sept. 9). **Admission prices:** £3.50 adults, £2.50 children and OAPs. Tickets pre-booked through the Royal Marines Museum, Eastney, Southsea, Hants. PO4 9PX, will cost 50p more. There is a 10 per cent discount for parties of ten or more. **Car parking:** Free near arena. **Refreshments:** Catering facilities on sight.

● List of ships open to the public during Navy Days is subject to operational requirements.



HMS Sealion, one of the attractions during Plymouth Navy Days, passes the Arctic Cathedral in Tromsø, northern Norway, after taking part in Exercise Vendetta 87. She was on her way to visit Hammerfest.

ARGONAUT ON THE SPOT TO SAVE TRANSATLANTIC BALLOONISTS

Can't thank you enough, says Branson

"CAN'T THANK you enough" was how transatlantic balloonists Richard Branson and Per Lindstrand expressed their gratitude when they signed autographs for their Royal Navy rescuers.

Luckily for the adventurers, the Argonaut happened to be within sight of their hot-air balloon Virgin Flyer when it ditched in the Irish Sea after their epic journey from Maine.

The frigate saw the balloon touch the sea two miles off the coast of Northern Ireland before climbing again to 4,000 ft. Unbeknown to the Argonaut, Per Lindstrand had jumped from the gondola, causing the craft to rise with Branson at the controls.

Explosives

An attempt had been made to activate explosive bolts which were designed to separate the gondola from the canopy. These had failed and there was a danger that they would detonate at any time.

HMS Argonaut's Lynx helicopter was airborne and, when the balloon touched down again, rescued Branson from the water.

On his information, it was realised that Per Lindstrand had



left the balloon on the first touch-down, so the Lynx — directed by the ship's operations team — back-tracked to find him swimming towards the coast of Northern Ireland.

As the helicopter's winch had been damaged, the Lynx was not able to airlift Lindstrand, but was able to guide a small craft

to his rescue. Although having spent 40 minutes in the water, he was suffering from only mild exposure.

He was taken to Northern Ireland from where a Royal Navy Sea King from HMS Gannet airlifted him to hospital in Kilmarnock. On the way the Sea King — which had been



ABOVE: During the six-hour struggle to embark the Virgin Atlantic Flyer, every member of HMS Argonaut's ship's company had helped. Here, the job of off-loading the balloon is tackled at Pembroke Dock. LEFT: Richard Branson and Per Lindstrand sign one of LA(Phot) Phil Ball's photographs of the balloon taken during the rescue mission. With them are Lieuts. Chris Highton and Martyn Rayner.

scrambled in 11 minutes — picked up Branson from the Argonaut.

While the search for Lindstrand was proceeding a curious sideshow was played out when a fisherman from Rathlin Island attached a line to the balloon and claimed salvage rights. After a brief discussion between him and the frigate's first lieutenant, Lieut.-Cdr. Andy Underwood, it was

agreed that his claim be passed on to Mr. Branson.

The fisherman was given a full tank of fuel to enable him to return to Rathlin, and the Argonaut began the laborious, six-hour task of recovering the balloon's two and a half acres of material and one-ton gondola.

HMS Argonaut then continued on her planned visit to Pembroke Dock, where the balloon and gondola were landed.

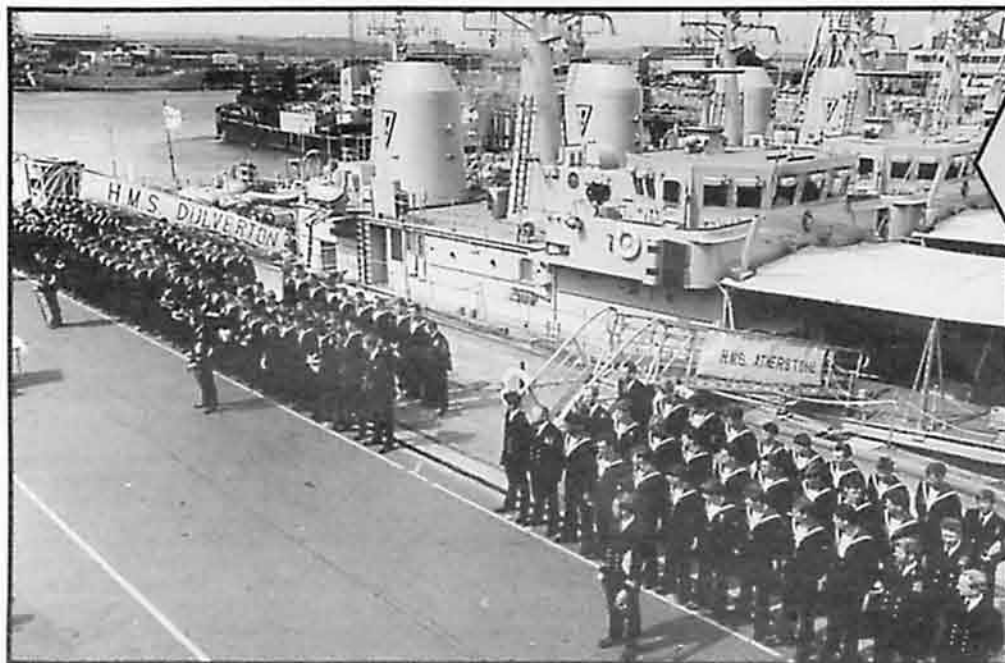
Liberation visit by Shetland

LINKS between Lerwick in the Shetland Islands and Maloy in Norway are centuries old, but were strengthened considerably during the Second World War when the Shetlands were used as a springboard into occupied Norway.

So when HMS Shetland visited Maloy for the week-end she took five members of the Shetland Islands Council and Lerwick Community Council, the visit being planned to coincide with the Norwegian annual liberation celebrations.

HMS Shetland took part in parades, the laying of a wreath by her commanding officer, Lieut.-Cdr. Nixon at a memorial to Allied Servicemen, and a tug-of-war against the local fire brigade.

The locals extended a friendly welcome and organised coach trips, a soccer match, fishing in a fjord, a Norwegian folksfest and a dinner with the town council.



Seaforth Clansman goes out with a bang

AFTER nearly ten years on charter, during which she revolutionised deep diving in the Royal Navy, Seaforth Clansman went out with a bang in June.

In fact it was a fusillade of bangs — from a barrage of thunderflashes set off as she passed her soon-to-be successor HMS Challenger on her last trip out of Portsmouth harbour with Naval Party 1007 on board.

There was a "thank-you" visit to Bergen in Norway, scene of three recent experimental dives

to depths down to 300 metres, and then it was over to Aberdeen for final destoring.

"Then we walked off — and that's the end of an era," said the naval party's commanding officer (Lieut. David Ellis). "We're sad to be going because it has been a very happy association with the Merchant Navy."

"This was one of the first ships on MOD charter — long before the Falklands — and there was a lot of pessimism once over how we'd get on together, but we never had any problems."

"This ship has given us 353 days a year at immediate notice and even with the arrival of more modern diving platforms our diving system is still very good — and the gas distribution system is second to none."

The Seaforth Clansman's work has often been in the public eye during the past decade as she became involved with tasks such as oil pollution control after the wreck of the Amoco Cadiz (1978); raising of the wreck of the Royal Navy's first submarine Holland 1 (1982); and salvage of the

British Airways Sikorsky helicopter off the Scilly Isles (1983).

She was working up to the last minute, being away from her home port from January to the end of May. Her schedule this year has included several aircraft recovery tasks, the last being salvage of an RAF Buccaneer.

Meanwhile the Challenger, which is to succeed her, returned to Portsmouth after an extended stay at Immingham. Contractors are undertaking work on her saturation diving system.

Blackfoot tribe gathers

WEARING their 'sooty foot' funnel badges, four of the five ships of the new Fourth Mine Counter-measures Squadron were present for the commission of 4MCM at Rosyth. Here, the ships' companies of HMS Atherstone, HMS Dulverton, HMS Bicester and HMS Chiddingfold are assembled for the ceremony. The fifth ship, HMS Hurworth was clocking up the first day's work of the new squadron.

Picture: FOSNI Photographic Section.

Brereton blasts depth charge

HMS BRERETON rounded off a recent successful Fishery Protection patrol by blowing up a Second World War depth charge that had been found in the nets of a Northern Ireland trawler.

The fishing vessel called the Coastguard for assistance, and HMS Brereton was summoned to help.

The depth charge was lowered to the sea bed off Peel in the Isle of Man and blown up spectacularly by the diving team, led by Lieut. Bill Searth, using plastic explosives.

Liverpool

Eight fishing vessels were caught infringing various rules during the patrol, and one was escorted to Liverpool.

During the patrol the Isle of Man was a popular stop-off point as the ship's mail was held there, and locals invited the ship's company to a barbecue.

Other visits included one to Liverpool where the ship had been based with the RNR only 18 months previously. After detaching from fishery duties, HMS Brereton moved north to Troon for exercises with other ships from the Third Mine Countermeasures Squadron and the Standing Naval Force Channel.

Soberton heads up the Loire

HMS SOBORTON made a 35-mile journey up the River Loire on a visit to the French city of Nantes.

A warm welcome was laid on by the locals, and the Mayor gave a reception in the town hall at which the ship's company were invited to sample local wines.

Before leaving for France, the Soberton spent a week's maintenance period at Liverpool, where ties with the Royal Naval Reserve were strengthened.

Navy Days

On her return to fishery protection duties in the Channel, the Soberton was involved in the arrest of a Belgian trawler which was using illegal nets. The vessel was escorted to Harwich where her skipper was fined a total of £2,750, and had his nets confiscated.

The Soberton returned to Rosyth to take part in Navy Days and undergo a further maintenance period before returning to patrols in the Channel.

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READY AYE



ABOVE: Lieut.-Cdr. Ulrich, SCC, keeps cadets hard at work on board TS Royalist.

RIGHT: A variety of boat-handling skills are tested at the Sea Cadet Corps' annual regatta held at Holme Pierrepont near Nottingham.



Marine cadets from Chatham Unit in ceremonial uniform. Chatham is the only fully Marine Cadet Unit in the UK.

IT WAS sailors returning from the Crimean War in 1856 who laid the foundations for the modern Sea Cadet Corps. Now 131 years later, there are 20,000 girls and boys from all walks of life, from the East End to the Orkneys, taking part in Sea Cadet activities.

The simple idea of those Victorian sailors who started up the Naval Lads Brigade in Whitstable has resulted in a national organisation of some 400 units, some with Marine detachments, some with Girls' Nautical Training Contingents and all designed to encourage qualities of leadership, self-discipline and responsibility.

The Corps is not a pre-Service organisation, but it is run with naval discipline and is recognised and assisted by the Royal Navy. The cadets are aged between 12 and 18 and organised on a town and city basis into the 400 Units throughout the United Kingdom.

With the longest continuous history of a youth organisation in the country, the Corps has developed haphazardly since the Whitstable days. By 1899 it was big enough to be formed into a national organisation and named the Navy League Boys Naval Brigade, and by the start of the Second World War there were 100 units with some 10,000 cadets.

In 1942 the Admiralty realised the tremendous value of the Corps as a source of semi-trained manpower for the Fleet, and under the "Bounty" scheme, thousands of cadets were partially trained as telegraphists before joining the Navy for wartime service. In the same year, towns up and down the country operated warship weeks, and raised funds to adopt warships. In many cases a cadet unit was started at the same time, and usually with the same name as an adopted ship.

With this expansion the name of the Corps was changed to its present title of The Sea Cadet Corps, and placed under the direct control of the Admiral Commanding Reserves while still being administered by the Navy League. Officers were given appointments in the Royal Naval Volunteer Reserve.

Rewarding

In 1942 the Girls' Naval Training Corps was formed as part of the National Association of Girls' Corps. In 1955 the Commandant General of the Royal Marines expressed a wish to form a Marine Cadet Section to be fitted into the existing organisation.

It was not until 1976 that the Navy League was renamed the Sea Cadet Association, the title of Admiral Commanding Reserves lapsed and his functions, including responsibility for the SCC, were transferred to the Commandant-in-Chief Naval Home Command in Portsmouth.

Today, the governing body is the Sea Cadet Council which has charitable status and is supported by the Ministry of Defence. The Captain of the Corps is a retired Royal Navy captain, and is responsible to the Council for the day to day direction from his headquarters in London. The Corps is divided into six geographical areas, each with a small staff to administer local units. Areas are further divided into districts of three to ten units, and each unit is managed by a voluntary management committee and a uniformed staff of instructors.

The training staff are volunteers, some with seafaring backgrounds, and others without. They are temporarily given appointments in the Royal Naval Reserve, and are involved in teaching cadets the skills for which the Corps is known.

The committee of volunteers that manage the units are drawn from the local community and are responsible for providing the finances and facilities for training. Volunteers are always needed and for those with an interest in youth development it can be a most rewarding experience.

Besides encouraging discipline and a sense of responsibility to the community the SCC aim to educate cadets in the importance of the sea to the nation, and to help and encourage those who are considering a career in the sea services.

To these ends, cadets take part in a variety of activities which cover



boatwork to meteorology, and even to cooking. Ceremonial duties play a part in the general programme for all cadets, and the Corps' showpiece events is the annual regatta, which is held each year in Trafalgar Square.

Some 500 cadets from all over the country take part in the Trafalgar Square Regatta, which includes a guard of honour, inspections by an invited band, wreath-laying in honour of Lord Nelson, and a variety of other events. This year, for the first time, the regatta will be held alongside HMS Portsmouth on October 18.

Boat-handling skills are one of the most important parts of training, and include a wide range of activities, from pulling, powerboat work and sailing to a variety of small craft, some of which are used by the Royal Navy and others by the Coast Guard.

Competitions are held at Area level throughout the year, and the top units take part in an annual regatta. This year there is an especially important voyage taking place as TS Azet, a 67 ft. ketch, joins the Joli Australian Adventure '88, a voyage from Cyprus to Bombay, crewed predominantly by sea cadets, with an average age of 13, all of whom have contributed towards the voyage. After leaving HMS St. Lawrence and Sabre in Bombay, the ketch will sail straight to Australia in the Bicentennial celebration year.

The pride of the Sea Cadet fleet is TS Royalist, a brig built by Groves and Gurney in East Cowes in 1970. She covers 8,000 miles each year, in a variety of European waters, taking as many as 100 cadets on board.

READY

**... 20,000 teenagers
looking for adventure,
ceremony, and a taste
of naval discipline**



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cadets to sea in any one year.

She is a regular participant in the Tall Ships events and over the years has proved herself a force to be reckoned with, being the outright winner of the race in 1982 and 1983 and regularly winning her class. She has a permanent crew of five Sea Cadet officers, but is otherwise crewed by 287 cadets, for one week at a time.

Many units have their own bands for ceremonial occasions and these are in great demand for local functions and parades. This gives the cadets an opportunity to show themselves off to the general public. The top bands from each of the six regions compete each year at the National Band Contest for a variety of awards at individual and whole band level.

Since the Marine Cadet Section started in 1955 with five detachments, it has spread, till today there are some 72 stretching from Grangemouth in Scotland to Jersey in the Channel Islands.

In addition to all the training activities followed by Sea Cadets the Marine Sections also train in land aspects, including fieldcraft, ceremonial, shooting and adventure training. Many of the Marine Cadets go on to join the armed forces each year.

● Volunteers, both for uniformed staff and for committees are always needed, right across the land. For those with an interest in youth development with a few hours to spare each week the Corps is a rewarding experience.

Details can be obtained from Sea Cadet headquarters, 202 Lambeth Road, London SE1 7JF, or by phoning 01-928-8978.

TS Quantock from Tameside step out at the National Band Contest, held last year at the National Garden Festival in Stoke-on-Trent.



TS Royalist, the pride of the Sea Cadet fleet, takes as many as 800 cadets to sea in any one year.



Girl cadets compete in the Bosun's Call class at the annual National Piping Competition.

Major role for girls

IN March, 1980, the Ministry of Defence finally approved the admission of girls into the Sea Cadet Corps. This was an important step for girl cadets, for until that time they had been part of a separate body, the Girls Nautical Training Corps. This started in Bromley in 1942 and spread throughout South-East England until by 1969 there were 110 units.

In 1980 the old system was abolished and the girls now belong to Girls Nautical Training contingents within the Sea Cadet units. On integration the MOD imposed a ceiling of 120, but since that restriction was lifted the number of contingents has risen to 200, and there are more waiting in the wings.

Apart from rifle drill, the girls do the same training and activities as the boys. The competition is keen and standards are high, and 16 per cent entrants to the WRNS are GNTC. More would join if they could, but the GNTC actually outnumbers the WRNS by about 1,000.

NOTICEBOARD

OFFICER PROMOTIONS

PROVISIONAL half-yearly selections for promotion from December 30, 1987, are as follows:

SEAMAN: To captain — A. J. Bannister, M. Rotherham, P. C. B. Carter, T. D. Elliott, J. J. Howard, P. Branscombe, J. J. Pearson, B. B. Perowne, A. B. Ross.

To commander — C. Pott, B. J. P. Healy, G. J. L. Edmonds, I. S. H. Richards, M. W. G. Kerr, M. N. Littleboy, R. G. Harrison, J. S. Aiken, C. P. Robinson, A. W. Forsyth, P. J. Hughes, J. A. Siebert, I. S. McKenzie, P. H. Watson, P. J. F. Eberle, S. J. Hayward, G. R. Moodie, N. H. L. Harris, P. A. C. Clarke, S. Lubetkin, J. F. Tuckett.

ENGINEERING: To captain — N. B. Kirby, D. R. Miller, A. D. Ferguson, R. M. Parker, J. P. Perrett, K. F. Read, P. A. M. Thomas, S. A. V. Van Der Byl.
To commander — P. W. Barton, J. A. Bartlett, P. J. Brookes, N. C. Jackson, G. R. Baker, B. G. Carter, H. McFadyen, J. M. R. Garland, C. D. Waters, B. P. S. Brooks, D. J. Robertson, C. R. Cooper, A. I. H. Clark, E. W. Dawson, R. A. Harding, N. J. F. Raby, D. J. Baile, G. J. Wiltshire.

SUPPLY AND SECRETARIAT: To captain — J. C. Mearns, I. P. Somerville, J. H. A. J. Armstrong.
To commander — M. W. A. Fickling, K. Corderon, N. C. Preston-Jones, J. L. Williams, P. A. J. Joyce.

INSTRUCTOR: To captain — R. Yeomans.

To commander — M. W. Worrall, P. S. Marley, M. F. Jordan, P. J. Tyrrell.

MEDICAL: To surgeon captain — D. C. Whyte.

To surgeon commander — J. H. Gabo, D. G. Bruce, J. I. C. Hogg, M. D. Simmons, C. G. Johnston.

DENTAL: To surgeon commander (D) — D. C. C. Alexander.

ROYAL MARINES: To colonel — J. R. Hensman.
To lieutenant colonel — J. J. Thomson, G. D. B. Keelan, A. D. Wray.
To major — R. A. F. P. Jackson, D. P. W. Radford, D. M. Constance.

ROYAL NAVAL RESERVE

The following promotions have been made to date September 30, 1987.

SEAMAN: To commander — J. M. C. Dickinson, K. F. Spiers, C. A. Mitchell, J. A. Ellis.

ENGINEERING: To commander — R. E. Bailey.

SPECIAL BRANCH: To commander — C. R. Lee.

DENTAL: To surgeon captain (D) — H. Cannel.
MEDICAL: To surgeon commander — D. J. Peters.

WOMEN'S ROYAL NAVAL RESERVE

To chief officer — W. J. Ellison.
To first officer — E. M. Shanks, A. T. Patterson, J. Sudbury.

PROMOTIONS TO CHIEF

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in July.

OPERATIONS BRANCH

SEAMAN GROUP

To CPO(OPS) (M) — J. Robson (Cleopatra), T. A. Beckwith (Plymouth).

To CPO(SEA) — D. J. Hodgson (Ambuscade), D. A. Hatherly (Bristol).

To CPO(MW) — D. R. Horsburgh (FSU 01).

To CPO(OPS)(EW)CRS(W) — P. J. Hylands (Mercury).

COMMUNICATIONS GROUP

Reg. PT and R

To CRS — J. A. Watson (Mercury).
To MAA — K. A. Mann (Fife), K. Hudson (Forest Moor), P. G. Milner (Nelson).

SUBMARINE SERVICE

To CRS(SM) — R. A. Kennedy (Mercury).
To CPO(OPS)(S)(SM) — R. Evans (SM3), M. Y. Suleyman (SM2).

WEAPON ENGINEERING

To CWEM(O) — K. J. Smith (Collingwood).

SUPPLY AND SECRETARIAT

To CPOWR — W. D. Wilson (SACLANT), A. Witcher (846 NAS).
To CPOSA — S. A. Houghton (Invincible).
To CPOCK — G. W. Pallett (Phoebe).

FLEET AIR ARM

To CAEM(M) — G. M. Carnell (Seahawk).
To CPOA(SE) — A. H. Griffiths (Daedalus).

ACTING CHARGE

CHIEF ARTIFICER

Authority was issued by Centurion in June for the following ratings to be promoted to acting charge chief artificer:

To ACCM(E) — J. T. French (Sultan).
To ACCM(A) — R. S. Poole (Gloucester), P. Winton (Ark Royal), F. J. Pratt (Fife), A. E. Hamlyn (Minerva), K. M. Abell (Gloucester).

To ACCM(L) — P. R. Hartley (Portsmouth NB).

To ACCM(P) — P. H. J. Theobald (Defiance).

To ACCM(E)(S) — M. N. Robertson (Valiant), A. D. Howard (Sceptre).

To ACCM(M)(S) — T. S. Worstfold (Sovereign), R. G. A. Blackley (Warspite).

CPO ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in April.

CPOMEA — P. R. Burton (Defiance), M. K. Chapman (Plymouth), R. H. Creber (Sultan), D. J. Hamblen (Sceptre), P. D. Metcalf (Conqueror), I. S. Smith (Plymouth), G. W. Spratt (Coventry), A. M. Swain (Conqueror), I. M. Tween (Defiance).

ROYAL NAVAL ASSOCIATION

The deaths are also reported of the following shipmates:

Ted Shuttleworth, Newark, founder member Borehamwood, June 3, aged 65.

S. Cooper, life member Chesterfield member HMS Glasgow Association, May 27, aged 72.

R. A. Taylor, founder member Billington and Whalley, May 31, aged 76.

Bob Mackenzie, Trafford (Manchester), June 10, aged 61.

Harry Wood, life and founder member and former president Leyland, June 18.

H. G. George, Wigston and District, April 28, aged 75.

E. R. DeLaRue, Wigston and District, May 28, aged 62.

P. W. Clarke, Portsmouth, June 18.

L. Plant, Stone, June 25.

Ken Clegg, Halifax, June 11.

Fred Philpott, Leighton-Linslade mentioned in despatches while serving in HM submarine Spearfish.

Lieut. R. H. James RN (ret'd), Lorton, June 19, aged 61.

Richie Watson DSM, Liverpool, June 21.

John George Senior, former secretary, Eilemere Port, June 4, aged 61.

Cyril Leon Baines, Eilemere Port, April 10, aged 64.

S. F. Basson, chairman, Beggleswaie and District, July 1, aged 54.

Albert Ironside, founder secretary, Durham City, May 31, aged 74.

Howard Jones, Brogdun, June 27, aged 55.

DEATHS

R. S. Stevens, LWEM(O) HMS Orpheus, July 11.

J. Munnings, POPT HMS Warrior, July 19.

Sir Alexander Gordon Lennox, KCVO, CB, DSO, Rear-Admiral, served 1924-62, including Arctic convoys. Former commanding officer HMS Mercury and President Royal Naval College Greenwich. Sergeant-at-Arms House of Commons 1962-76.

Stanley Miles, CB, Surgeon Rear-Admiral, served 1936-69, finally as Medical Officer in Charge, RN Hospital Plymouth. Aged 75.

Joe Brunton, DSC and Bar, Capt (ret'd), Commanded H49, L14, Otus, Swordfish, Princess Beatrix and Titania. Aged 90.

Richard Steele, Capt (ret'd), served 1913-46, S and S Branch, including HM ships Invincible, Renown and Ark Royal. Aged 91.

Terry Allen, World flyweight boxing champion 1950. As Stoker Gover, served in RN, Second World War, including HMS Derby (Later used Terry Allen as his fighting name). Aged 62.

A. Scott, Ex-RPO, served 1936-60, including HM ships Ramilies, Sikh and Ocean. Aged 67.

J. N. Anthony, DSM, Ex-Ch. GI. Ships included HMS Howe and Barrosa. Aged 76.

J. Corin, Ex-RPO, served in many ships 1938-63, and at HMS Dolphin and RNAS Culdroe.

R. B. Youngman, Ex-AB in Durban. Ships included HMS Loch Killisport, Albion and Cavalier.

E. Lynch, Ex-CPO, ships included HMS Carlisle, Cotswold and Hornet.

T. Fraser, DSC, Capt RNR (ret'd). Ships included HMS Pincher and Mandate. Member Algerian Association.

Christina (19), 5ft. 11in. Florida USA. Margaret (49), 5ft. 4in. Fife Tracy (20), 5ft. 8in. Redditch Debbie (21), 5ft. 10in. Redditch, Worcs. Jenny (25), 5ft. 7in. Martock, Somerset. Janine (20), New Ash Green, Kent. Susan (20), Tadcaster, Yorks. Aileen (27), 5ft. 6in. Machen, Gwent. Carol (18), Tadcaster, Yorks. Jane (25), 5ft. 5in. West Bromwich, W. Midlands.

Joanne (17), 5ft. 6in. Lincoln. Melanie (21), 5ft. 11in. Swanley, Kent. Susan (16), 5ft. 9in. Stourport-on-Severn, Worcs. Sally (22), 5ft. 6in. London. Susan (21), 5ft. 4in. Newcastle-upon-Tyne. Sharon (29), 5ft. 3in. Potters Bar, Herts. Katrina (16), 5ft. 6in. Sevenoaks, Kent. Kimberley (18), 5ft. 5in. Eastbourne, Sussex. Alison (26), 5ft. 3in. Falmouth, Cornwall. Paulette (18), 5ft. 3in. Blackpool, Lancs.

Pam (27), 5ft. 7in. Solihull, W. Midlands. Karen (26), 5ft. 2in. Christchurch, Dorset.

Julie (22), 5ft. 2in. Christchurch, Dorset. Judi (40), 5ft. 6in. Dudley, W. Midlands. Lesley (26), Dordmiedange, Luxembourg. Gwen (21), 5ft. 4in. South Norwood, London. Judi (23), 5ft. 6in. Glasgow. Valerie (19), Newport, Gwent. Sarah (17), 5ft. 6in. Lymington, Hants. Cath (19), 5ft. 10in. Chorley, Lancs.

Alison (19), 5ft. 6in. Bolton, Lancs. Janet (16), 5ft. 6in. Wexford, Essex. Philippa (26), 5ft. 1in. Huntington, York. Cindy (30), 5ft. 6in. Benfleet, Essex. Barbara (24), Blackpool, Lancs. Cheryl (15), 5ft. 4in. Cheshire. Andrea (19), 5ft. 4in. Havant, Hants. Helen (17), 5ft. 3in. Chester-le-Street, Co. Durham. Rachel (18), Bransholme, Hull. Samantha (20), 5ft. 6in. Westcliff-on-Sea, Essex.

Rita (40), 5ft. 4in. Yeovil, Somerset. Jayne (18), 5ft. 2in. Ware, Herts. Gillian (27), 5ft. 5in. Cardiff, Glam. Elizabeth (15), 5ft. 4in. St Albans, Herts. Anne (18), 5ft. 6in. Alton, Hants. Sarah (16), 5ft. 2in. Sidcup, Kent. Debbie (26), 5ft. 10in. Worcester Park. Surrey. Julie (18), Worcester.

Ann (24), 5ft. 8in. Sidcup, Kent. Frances (30), 5ft. 4in. Solihull, W. Midlands. Suzanne (18), 5ft. 2in. Walsall, W. Midlands. Sarah (17), 5ft. 8in. Stockport, Cheshire. Emma (17), 5ft. 7in. Walsall, Staffs. Sally (16), 5ft. 8in. Solihull, W. Midlands. Lynda (23), 5ft. 5in. Didcot, Oxon. Debbie (26), 5ft. 4in. Gt.

Yarmouth, Norfolk. Elaine (19), Wakefield, W. Yorks. Irena (37), 5ft. 7in. Hartlepool, Cleveland.

Anne (21), Coine, Lancs. Lynne (18), 5ft. 6in. Clacton-on-Sea, Essex. Loraine (18), 5ft. 1in. Hatfield, Herts. Lynne (19), 5ft. 3in. Edinburgh. Freda (49), 5ft. 3in. Weybridge, Surrey. Sheila (33), 5ft. 2in. Cwmbran, Wales.

Gwen (27), 5ft. 5in. Loughborough, Leics. Heather (19), 5ft. 2in. Kenton, Middx. Pamela (39), Milton Keynes, Bucks. Sue (27), Walthamstow, London.

Miss B. (30), 5ft. 8in. Chatters, Cambs. Annemarie (31), 5ft. 4in. Shrewsbury, Shropshire. Vivienne (17), 5ft. 6in. Basingstoke, Hants. Katrina (28), 5ft. 4in. Brough, N. Humberside. Michelle (18), 5ft. 6in. Wansford, London. Lynda (28), 5ft. 7in. Burnley, Lancs. Tracey (18), 5ft. 5in. Hornchurch, Essex. Vicki (16), 5ft. 7in. Reading, Berks. Shirley (26), 5ft. 6in. Swindon, Wilts. Becky (16), 5ft. 2in. Hayes, Middx.

Jane (28), 5ft. 3in. Camberley, Surrey. Vivienne (21), 5ft. 7in. Crediton, Devon. Sue (22), 5ft. 5in. Beckenham, Kent. Linda (29), 5ft. 2in. Mansfield, Nott. Michele (28), 5ft. 4in. Shrewsbury, Shropshire. Margaret (34), 5ft. 4in. Manchester. Dawn (28), 5ft. 6in. Shrewsbury, Shropshire. Linda (19), 5ft. 6in.

SWOP DRAFTS

WTR O'Brien, HMS Defiance ext 5122, drafted FOF2 (Plymouth) mid-Sept. Will consider any Portsmouth ship.

STD Roberts, HMS Invincible, drafted HMS Newcastle, Sept. Will swap for any Plymouth ship.

MEM(M) Quigley (Scale A), rate due March, 3G Mess. HMS Broadword refitting Devonport Nov (42 weeks). Will swap for any Devonport sea-going ship or deploying.

LA/LCK(C) Pullen, HMS Mercury ext 279, drafted as a cook to HMS Active, Dec. Will swap for any Portsmouth ship deploying or not.

RO1(G) Richards, 3Q Mess, HMS London, mainly home waters for next 12 months. Will swap for any Rosyth Type 42 or 12.

LAEM(R) L. M. Faulkner, HMS Daedalus ext 4275, drafted RNAS Portland Sept 29 — "block draft", not front-line. Will swap for any LAEM(R) AED front-line squadron or HMS Daedalus — any billet.

WTR P. Funnell, Commodore's Office, HMS Drake to complete "G" task book. Will swap for any Portsmouth area draft, preferably Gosport — Fareham side.

ALSA T. J. Harvey, Stubbington 663826, drafted HMS Heron, Yeovilton, Sept 23. Will swap for any Portsmouth shore base.

POAEM(R) J. H. Beale, RFAAS at RNAS Culdroe, drafted RNAS Portland BDN, Oct. Will swap for Culdroe draft.

WREN STD Mogford, HMS St Vincent ext 141, drafted HMS Warrior (Northwood), Nov. Will swap for any Portsmouth draft.

SA Wright, 4 Mess, HMS Phoebe, deploying Jan. Will swap for any Portsmouth ship not deploying or in refit.

POMEM(L) Kent, Electrical Training Group, Faraday Block, HMS Sultan, drafted HMS Sirius Dec. Will swap for any Portsmouth ship.

CMEM(M) A. Hird, HMS Penelope, drafted Leander Refit Group, Rosyth, Oct 27 over 12 months. Will consider any Devonport area shore base.

SA C. P. Crispin, 3Q Mess, HMS Broadword, entering refit Dec. Will consider any Devonport ship deploying.

WRO1 M. F. M. Wilson, A Watch, CTF 345, HMS Warner (Northwood), PV billet, ext 435. Will swap for FONAAC (Yeovilton) or Portland.

WREN(R) Stocks, HMS Gannet Ops, drafted RAF Wyton, Feb. Will swap for Yeovilton, Portland, Devonport or Culdroe.

RO1(G) Kipling, FONAAC HQ, drafted HMS Bristol Nov. Will swap for any Portsmouth ship, preferably Type 22.

AB(EW) Holmwood, drafted HMS Osprey, Oct. Will swap for any Devonport shore base.

RO1(T) Duguid, 3D Mess, HMS Glasgow, due for refit early Oct. Will swap for any Plymouth ship, preferably not deploying.

WEM(O) S. J. Parsons, 4 Mess, HMS Hecia, deploying Nov. Will consider any Devonport ship.

WSA Goulding, HMS Heron ext, 6219, will swap for any London or Portsmouth draft (must be 472 qualified).

MEM(M)1 (Scale A) Quinlan, 4 Mess, HMS Liverpool, Rosyth-based (two years remaining). Will consider swap for Type 21 or any Devonport gas ship not deploying.

MEM(M)1 M. G. Fox, Support Office, HMS Defiance, drafted HMS Cornwall Nov. Will swap for any survey ship.

LWEM(R) Twiss, 4 Mess, HMS Hecia, deploying Nov. Will swap for anything not deploying (must be RWA-634 CJP).

WRO1 D. Connor, HMS Warrior, Northwood ext 54150 and 499, PV billet. Will consider any swap but South of England preferred.

AEM(WL) Liles, HMS Brilliant Flight, 829 Sqn, RNAS Portland, drafted HMS Daedalus, Oct. Will swap for any Portland shore draft.

AB(S) T. Pryor, 3L Mess, HMS Anadine, Will swap for any Portsmouth ship or shore base.

POCK S. Kershaw, RNAS Yeovilton ext 365, or 0642-560-852, drafted HMS Cornwall, Oct. Devonport based. Will swap for any Rosyth ship.

MEM(L)1 A. J. Wright, 3K Mess, HMS Apollo, deploying Oct. Will swap for any ship anywhere in UK.

LS(S) R. J. Holland, 3MP Mess, HMS Penelope, not deploying until April-June. Will swap for any Rosyth draft, but Portsmouth considered.

WEM(R)1 Beavers, HMS Cleopatra, Devonport Dockyard ext 2800, currently refitting. Will swap for any Rosyth ship or shore draft.

CK Cameron, HMS Ark Royal, Will swap for any Portsmouth ship.

WREN(R) W. Pickett, HMS Dryad ext 472, drafted HMS Warner, Northwood, Jan. Will swap for anything.

LSTD A. Blapham, 3K Mess, HMS Sirius, Will swap for any Rosyth ship.

LS(S) D. Reynolds, HMS Raleigh ext 250, drafted HMS Milbrook, Nov. Will consider any Type 21 or 22 not refitting.

MEM(L)1 Harber, 3 Mess, HMS Cleopatra, in refit until Dec. Jan. Will swap for any Portsmouth ship.

LMEM(M) R. N. Pearce, 3K Mess, HMS Scylla, deploying Oct. Any shore base considered.

ALA B. J. Palmer, HMS Kent, HMS Nelson EAC, drafted HMS Arethusa, Devonport, Jan. Will swap for any Portsmouth ship.

MEM(M)1 (AMC) A. J. Marson, HMS Defiance, drafted HMS Ark Royal, Sept. Will swap for any Plymouth Type 21/22.

LCK C. Harrison, HMS Liverpool, Rosyth based. Will swap for any Portsmouth ship, but will consider Plymouth ship.

POCK Page, HMS Rooke, Gibraltar, drafted HMS Intrepid, Jan. Will swap for any Rosyth ship.

LMEM(L) J. W. Smithurst, 1 Mess, HMS Endurance, deploying Nov. Will swap for Rosyth mine ship or Rosyth FMG.

LS(M) A. Smith, 3M Mess, HMS Charybdis, deploying Jan. Will swap for any Portsmouth ship not deploying next year, or any Portsmouth shore base.

LSTD F. A. Cooper, HMS Challenger (Portsmouth-based, not deploying), will swap for any Rosyth-based ship.

AB(S) M. F. McGinty, HMS Victory, Portsmouth Naval Base (min. six months), will swap for any Portsmouth shore establishment.

Auction aim is £200,000

AN AUCTION of military memorabilia is being held on Armistice Day in November to raise cash for the Royal Star and Garter Home at Richmond for disabled Servicemen.

It costs nearly £4 million to run the Home each year and Bonhams, the London auction house, is hoping at least £200,000 will be raised on November 11.

Bonhams have agreed to donate a percentage of the auction proceeds to the sale, which is expected to include uniforms, firearms, campaign furniture, medals, flags, newspapers, letters and posters.

Anyone with anything to donate is asked to contact Lieut-Col. Rodney Cotton at Bonhams (tel. 01-584-9161) by September 16.

SD LIST

RATINGS selected for promotion to commission rank have been named in DC(RN) 130 as follows:

To Acting Sub Lieutenant (E)(AE)(M): CPOAEE (M) M. Mason, ACCAEM (M) J. A. Cockford, ACCAEM (M) T. O'Reilly, CPOMEA (M) K. Tapping, and CPOAEE (M) A. Thompson.

To Acting Sub Lieutenant (E)(AE)(L): CPOAEE (R) M. D. Cochrane, ACCAEE (L) D. J. Forward, CCAEE (L) J. Hamilton, and CPOAEE (R) G. F. Simmonds.

Subject to being eligible in all respects they will be promoted on October 19, 1987. Twenty further candidates were qualified professionally but were not selected on this occasion. Another eight candidates were unsuccessful in the professional examination. The targets for promotion to SD (E) (AE) were met.

MERIT MEDALS

MERITORIOUS Service Medal awards to RN and RM personnel for second half of 1987.

WO(RS) J. D. Colmer, WO(WEA) R. A. Cook, CPOWR P. B. Cornish, CSgt. F. J. Cowdrey RM, CCMAEL (M) Crofts, WOMAA M. J. Dulson, WO(CAS) J. F. Guilham, WO(D) D. F. Green, MAA G. A. Griffin, WOMEM J. L. Griffin, WO1 M. H. Harris RM, WO(ACM) D. P. Hodgson, CPO(CAS) W. W. Jennings, WO(WEA) B. F. Jones, WO(MEA) R. J. Killingsley, CPO(MEA) D. J. Kitson, WO2 S. W. McLachlan RM, CPO(OPS)(M) L. N. McLaven, CPO(WEA) D. T. Mitchell, CPO(MEA) G. H. Page, WO(WEA) R. A. Pepper, CSgt. K. B. Pittock RM, WO2 J. R. Stavin RM, CPO(WEA) J. Smallbones, CPO(AEA) A. Taylor, Sgt. R. D. Taylor RM, CSgt. A. D. Thomson RM, WO(OPS)(S) A. E. Wakeford, CPO(OPS)(S) A. R. Walton, WO(MET) J. Woodside.

Jane (25), 5ft. 11in. Castletown, Sunderland. Angela (39), 5ft. 3in. Basildon, Essex. Ruth (26), 5ft. 6in. Peterborough, Cambs. Yvonne (34), 5ft. 4in. Machen, Gwent. Carolyn (35), 5ft. 5in. Fareham, Hants. Gwendoline (35), Plymouth, Devon. Bridget (21), Torquay, Devon. Michelle (21), 5ft. 4in. Haverhill, Suffolk. Jackie (26), 5ft. 6in. Norwich, Norfolk. Julie (26), 5ft. 6in. Norwich, Norfolk.

Pauline (32), Taunton, Somerset. Sarah (18), 5ft. 7in. Stevenage, Herts. Cathy (21), 5ft. 4in. Harrow, Middx. Jane (33), Croydon, Surrey. Tina (35), 5ft. 3in. Edinburgh, Jan. (17), 5ft. 5in. Padstow, Cornwall. Sandra (30), 5ft. 4in. Chertsey, Gwent. Rona (21), 5ft. 7in. Boston, Lincs. Charlotte (16), 5ft. 2in. Shipston-on-Stour, Warks. Wendy (2

Falklands: The story the Navy wanted told

THIS reviewer has lost count of the number of books on the Falklands War that he has dealt with over the five years since the end of the campaign.

They have ranged in tenor from authoritative to incredible; some have been written in wisdom, some not.

So, ordinarily, no eyebrows were raised when yet another new volume on the conflict arrived for Navy News's attention. However, *The Royal Navy and the Falklands War* deserves close scrutiny, as it is the nearest to an official history that is likely to be published for some time.

Author David Brown was head of the former Naval Historical Branch at the Ministry of Defence, and at the end of 1982 was asked by the then Vice-Chief of the Defence Staff to write a narrative of the naval side of the campaign, for the sake of the men who took part in it.

Belgrano

As one might expect from a book published with the permission of the MOD, no secrets are revealed and hard facts are not eschewed in favour of speculation. It is precisely for that reason that Mr. Brown's book is so readable, its dedication to the known facts being its main strength.

Predictably, the author mounts an unequivocal defence of the decision to attack the Argentine cruiser *Belgrano*, but his arguments are so cogent and seemingly rooted in fact that they are powerful assets to the

view that the matter should be laid to rest.

The cruiser, he writes, was the most powerful unit of a task group forming the southerly arm of a "pincer" movement designed by the Argentine Navy to deal the British Task Force a crippling blow.

Threat

Although ageing, the *Belgrano*'s guns out-ranged all those of her opponents, her heavy armour protected her well against enemy shells and Exocet missiles. The only weapons with which Admiral Woodward could deal effectively with the cruiser were submarine-launched torpedoes and bombs from his small, over-stretched force of Sea Harriers.

As well as posing a threat to the carrier battle group, the *Belgrano* was well placed for a raid on South Georgia — a move which could not be countered by the carriers as long as they had to mark the movements of the Argentine aircraft carrier 25 de Mayo, forming the main element of the enemy's northerly pincer.

Darkness

At the time, the *Belgrano* group was being shadowed by the submarine HMS *Conqueror*, and although the cruiser had been slowly making her way towards the west — and away from the islands — during May 2, she still posed a serious threat. If she turned during nightfall, she would have 15 hours under cover of darkness to approach the British carriers.

Not only that, but the Burdwood Bank — a series of underwater ridges and pinnacles to the south of the islands — in places gave a depth of only 150 ft. It was not a place in which a submarine such as the *Conqueror* could have operated safely, and if the *Belgrano* passed over the shoals the *Conqueror* could have easily lost her target.

The indications... obliged Admiral Woodward to request an extension of the Rules of Engagement which would permit the *Conqueror* to eliminate



BYGONE VIEWS OF GUZZ

THIS gilded view of a sailor's life is typical of many Edwardian postcards, issued at a time when the Royal Navy was at the height of its power in the world.

It is one of many interesting and amusing views of the Service and its Devonport surrounds in *Naval Heritage in the West — Part II* by Andy Endacott.

Following the success of his first volume of historical photographs, pub-

lished last year, this second soft-back work illustrates the period 1900-50. Akin to its predecessor, this book contains a wealth of fascinating, well-captioned views of a bygone age in "Guzz".

The 64-page volume can be obtained from Mr. Endacott, 58 Glenholt Road, Plymouth PL6 7JD (price £4.75, plus 45p postage).

the threat from the south-west," writes the author.

That request was passed up the chain of command and presented to the War Cabinet by the then Chief of the Defence Staff, Admiral of the Fleet Lord Lewin. He pointed out to Britain's political leaders that the present courses and speeds of the Argentine groups were irrelevant.

On such strong military advice, "The War Cabinet approved the amendment to the rules to permit the submarine to attack the cruiser and the appropriate signal was transmitted to HMS *Conqueror* at 1330 GMT (mid-morning off the Falklands)."

Therefore, if this version of events is to be accepted, the War Cabinet did not initiate moves to attack the *Belgrano*, as has sometimes been implied.

Urgent

On allegations that the sinking "scuttled" peace proposals by the President of Peru, Mr. Brown writes that the president offered his plan direct to the Junta and publicly announced its existence before the Argentine leaders had replied or the British Cabinet even knew of its terms.

"Tactical situations tend to develop at a more urgent pace than diplomatic manoeuvres and although the Argentine

Navy had attempted to make the first escalatory moves on 2 May... it was the Royal Navy which struck first on that day."

In military terms, the sinking seems justified by subsequent events — or, rather, non-events:

"As the news of the heavy loss of life reached the world, Argentina began to enjoy widespread public sympathy, but this does not win wars and the Junta could not afford the loss of prestige which would have attended the sinking of 25 de Mayo or the Type 42 destroyers and they played no further effective part in the war."

"The Royal Navy and the Falklands War" is published by Leo Cooper price £16.95.

Rise to fame of the plain Fairey

ON THE first day of spring 1933, a lumbering biplane built by Fairey made its maiden flight from Harmondsworth, near what is now Heathrow Airport.

Handling qualities of the first prototypes fell far short of perfect, and perhaps at that stage it would have been difficult to foresee that the production version would become an indispensable weapon of war.

The aircraft was destined to be given the name *Swordfish* — a title chosen with seemingly perverse disregard to the warplane's lines which were as sleek as a piano with wings.

Robust

However, such was the value of the *Swordfish* to the Fleet Air Arm that it remained in production until 1944 and, although attempts were made to replace the type, it survived in operational service from the first day of war to the last.

Despite the apparent fragility of the "Stringbag", the design proved robust, adaptable, and eminently suited to carrier operations of the time.

Packing bombs, rockets or torpedoes, the *Swordfish* was responsible for sinking over 350,000 tons of enemy shipping, took part in the destruction of more than 12 U-boats and sank or caused serious damage to about 30 major enemy ships — including the *Bismarck*.

Exhibition

These "Battle Honours" are listed in a new book on the *Stringbag — Swordfish at War* by W. Harrison. Published by Ian Allan (price £13.95), it coincides with the opening of an exhibition at the Fleet Air Arm Museum which marks the 50th anniversary of the aircraft's entry into service.

Mr. Harrison has provided us with a remarkably comprehensive history of the *Swordfish*, illustrating his work lavishly with many photographs — a large number of which are previously unpublished. His book is essential reading for anyone with an interest in the Royal Navy's most famous and beloved aircraft.

Henry V ship relics on show

RELICS of a ship bigger and more than 100 years older than the *Mary Rose* are to go on display this autumn at the Royal Naval Museum, Portsmouth.

Surprisingly well-preserved timbers from the medieval warship *Grace Dieu* will join exhibits in the museum's new display entitled "The Rise of the Royal Navy".

Built in Southampton in 1416, the *Grace Dieu* was the pride of Henry V's navy. She was eventually laid up in the River Hamble and, in 1439 burned to the waterline.

The wreck was first investigated in 1933 and archaeologists are still working on it.

Whale of a tale for the Star Trek fans

A SPACESHIP, resembling nothing so much as a petrified gible, is orbiting the Earth sending out high-frequency sound waves which scientists identify as a call-sign of the humpback whale.

The first problem is that the signals are evaporating the world's oceans, and the second is that the time is the 23rd Century and there are no humpback whales left to tell the spaceship to belt up.

Now just why a petrified gible should go swanning round the galaxy in search of an extinct whale is never explained, but such is the supremely loopy plot of *The Voyage Home — Star Trek IV*.

Actually, it's simply an excuse to get Captain Kirk and his chums time-travelling back to 1987 on a whale-napping expedition, and the fun of the film — one of seven released to the Fleet

on 16mm this month — is the encounter between their future and our present.

It's a happy idea and most audiences have found the picture to be the most entertaining yet in what had recently been turning into a rather gloomy series.

The plot of *The Name of the Rose* should also get full marks for originality. The film is set in the Middle Ages. A series of killings in an isolated monastery are investigated by William of Baskerville, a monk who also doubles as a sort of medieval private eye.

The film is not without humour, and Sean Connery is in good form as William, whose first bit of detective work is to deduce the location of the monastery loo. But in general, the film is a very dramatic affair, with its dimly lit interiors, its supporting cast of grotesques and its vivid rendering of the casual brutality of the period.



Pirates also has an historical setting, the title explaining all. Walter Matthau plays the notorious buccaneer Captain Red, roaring out a string of picturesque oaths in a somewhat wonky Cockney accent and slitting the gizzards of any scurvy lubbers

who try to get between him and the treasure.

If ships' galleys experience a dip in trade after a screening of this film, it may be due to a uniquely appetite-crushing scene where Matthau is forced to eat a baked rat.

The Fourth Protocol is a Frederick Forsyth yarn about a KGB agent who slips into Britain with a nuclear device which he intends to explode at an American Air Force base.

Seasoned spy-catcher Michael Caine twigs what's afoot, and the race against time is on... Caine is also to be heard, though not seen, narrating *Hero*, a record of last year's World Cup games in Mexico.

Whereas generally television producers have only a matter of hours to prepare their version of a match (when it's not broadcast live) the makers of this film have had months to sift through

hundreds of hours of film — as many as a dozen cameras would be covering a single game — and to deploy a whole range of fancy editing techniques.

In *The Mosquito Coast* Harrison Ford pulls off a difficult trick. The character he plays is irritating or exasperating to practically everyone he meets, and Ford has to convey this without actually irritating or exasperating his audience.

The man is Allie Fox, a self-righteous obsessive, who abominates modern civilisation and takes his family off to the Honduran jungle to create his own society.

Allie is admirable in lots of ways, and exactly the sort of man you would want around in a crisis. But he is inflexible and completely without tolerance, and as a result his little world heads inexorably towards darkness and disaster.

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Three members of the crew inspect HMSTY Sabre before she left Gosport for her round-the-world voyage. Second Officers Jo Keenan (Staff of CINCPACNAVHOME) and Emma Tortise (HMS Dolphin) will join her and HMSTY Adventure on the eleventh leg, and CPO Brian Horwell has already sailed on the first leg.

Yachts set off for Oz

ADMIRAL of the Fleet Sir John Fieldhouse, Chief of the Defence Staff, visited Gosport on July 12 to send off the two Nicholson '55s, HMSTYs Adventure and Sabre, on their round-the-world voyage as part of the Australian Bicentennial celebrations.

The yachts, crewed by men and women from all three Services, are making a 13-leg trip which will include taking part in the Cutty Sark Tall Ships Race and culminate in the Parade of Sail in Sydney Harbour in January.

The Service volunteers have con-

tributed up to £400 each for their places on the voyage, but most of the money for the quarter-of-a-million-pound project has come from sponsorship and Service charities.

Cdr. Alastair Johnstone, the expedition leader, said, "The most significant contribution in terms of financial support has come from Royal Navy associated charities and sports funds." This is an admirable achievement, considering that the places on the joint Services expedition have been split on a pro rata basis, 40 per cent. Army, 33 per cent. RAF and only 27 per cent. Navy.

A crew of 12 is required for each yacht, on every leg, and over 2,000 volunteers applied for the 300 places available. Each crew will consist of an ocean skipper, an offshore skipper, two coastal skippers, two competent crew and six beginners, and there are at least two women in each boat. Average age of the crew members is about 27.

On leg seven the Sabre will be crewed entirely by women. This is the leg from Melbourne to Sydney and will include the Tall Ships Race. The longest leg is that from Tahiti to Panama which is expected to take 40 days or more.

Setting off on the first leg of the

voyage from the Joint Services Sailing Centre, Hornet, to Gibraltar was one man who had stepped in at the last minute after someone had been forced to drop out. Ex-CPO Terry Nash of Gosport stepped into the breach at four days' notice, and took over as the skipper of the Sabre.

Before the yachts sailed Admiral Fieldhouse opened a nebuchadnezzar of champagne donated by Moët and Chandon to wish the venture well. A nebuchadnezzar is the largest bottle of champagne in the world, equivalent to 20 ordinary bottles, and very few are made.



Defiance gunners lead the field

HMS DEFIANCE, in a time of 1min. 22.45sec., won the Brickwoods Field Gun Competition final which took place during HMS Collingwood Open Day on June 20.

Runners-up were HMS Heron, while Collingwood A Team won the Easams Plate for the best aggregate time and HMS Sultan set a new record in the course of the competition with a time of 1min. 20.55sec.

It was only Defiance's second attempt to win the prestigious trophy, having been runners-up and aggregate winners on the previous occasion. This year they competed against five other teams.

Thousands of visitors to the Fareham establishment watched the competition, the heats for which were held during the day, interspersed with displays by the Raiders Sport Parachute Team, the Collingwood Volunteer Band and the Royal Marines Band of CINCPACNAVHOME.

Knockout visit by Wilton

BEFORE going to North Wales to act as guardship for Pwllheli Cadet class world championship yacht races, HMS Wilton took on the Army and a Wilton town team in an "It's a Knock-out" competition.

The Band of the Royal Hampshire Regiment led the teams to the local playing fields where, in a hard-fought contest, the Army were triumphant, just beating HMS Wilton into second place.

Members of the ship's team were joined by six Wrens from HMS Nelson, while the Army team was drawn from members of HQ United Kingdom Land Forces based at Wilton.

After undertaking her Pwllheli guardship task, the Wilton will join the Fishery Protection Squadron.

BEAVER 'GOES PRIVATE' — AND MAKES HISTORY

HMS BEAVER has become the first Royal Navy warship to undergo docking under a commercial contract at Devonport Royal Dockyard since privatisation. The docking and essential defect repairs are likely to last for several months and will be followed by trials, both in harbour and at sea.

In May the Type 22 frigate, under the command of Capt. G. A. Eades, spent a week in Portsmouth as part of the Staff College Sea Days programme, designed to give officers from the Army and RAF Staff Colleges the flavour of life at sea and naval operations.

Among those on board during the week were a group of soldiers from the ship's affiliated regiment, the Argyll and Sutherland Highlanders.

Peterel saves yacht

AFTER a chase across Torbay, the Bird-class patrol vessel HMS Peterel saved a runaway yacht from destruction.

Skipper of the vessel, The Judy, was sailing her single-handed when he fell overboard near Brixham. He was picked up safely by a local fisherman, but the Peterel had to give chase to the wayward yacht.

The Judy was boarded by the patrol boat's navigating officer, Lieut. Jeremy Blunden, and two officers under training from Britannia Royal Naval College, Dartmouth, sailed her into Brixham.

Pathfinder Fox

USING a precise survey navigational system, HMS Fox ensured that ships following her did not stray from a swept channel into "minefields" during JMC 872, which took place in the Forth Exercise Areas.

She was due to visit St Malo in July in company with her fellow survey ships HMS Beagle and HMS Bulldog — as well as HMS Gleaner, before returning to her task of surveying shipping lanes around the Isles of Scilly.



HAPPY FIXMAS!

IT may have been summer back home in the UK but in the Falklands it was midwinter and they were far from home — so Santa called on the WRNS who declared June 24 to be "Fixmas Eve."

Celebrating with a penguin cake and a glass of wine are (rear)

LWren Sue Buoy, Wren Amanda Rowlinson and Wren Julie Clarke; (centre) PO Wren Angie Purser, Santa, and Second Officer Nicky Bateman; and (front) PO Wren Lyn Duffy, LWren Annette Parry, LWren Carol Wright (cutting the cake) and PO Wren Nicky Keeble.

LICENSED AIRCRAFT ENGINEERS

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BRITISH TRIO HELP TO KEEP THE BELIZE 'NAVY' IN BUSINESS...

WASP WATCH ON MOSQUITO COAST

ON WHAT may aptly be described as "The Mosquito Coast", one of the smallest Royal Navy contingents in the world is helping a Commonwealth government to uphold sovereignty and law in its territorial waters.

Just three British naval personnel comprise the RN element in the Maritime Wing of the Belize Defence Force.

The Wing — which also numbers 43 Belizeans — is led by Lieut.-Cdr. Robin Whiteway-Wilkinson, with WO Colin Helm as engineering officer and CPO Wayne (Taff) Clapp as training officer.

Operating from Belize City, the Wing has at its disposal two Souter Wasp patrol boats, each with a crew of ten commanded by Belizean officers.

The RN trio sees its main task as training itself out of a job, for eventually it is hoped that the BDF will eventually be able to take over such tasks as instruc-

tion and engineering.

For three years the 40-tonne Wasp vessels have operated in the shallow and dangerous waters of Belize, which has the second largest barrier reef in the world — next to that of Australia's Great Barrier Reef.

Weapons

For their day-to-day duties the patrol boats can, if necessary, bring to bear a .5-in. gun and two 7.62mm machine guns. With this armament reinforcing their authority, they maintain the integrity of territorial waters against hostile forces, and patrol for drug-smugglers, illegal fishermen, and illegal aliens.

Belize is in the hurricane belt, so search and rescue is also one of the main functions of the little flotilla.

Fishery protection work involves checking for licences, and ensuring that out-of-season species such as lobster are not being caught within the three-mile territorial limits.

Plans are in hand to establish a base at Placencia in the south

of the country where the Wasps already undertake ten-day patrols on a rota basis.

Although mosquitoes abound along the jungle coastline — and insect repellent and anti-malaria pills are essential, there are compensations on a posting to Belize. Drink and excellent sea food are cheap — while demon rum comes in many

forms and strengths. And in the open-air markets just about anything can be bought, from wood carvings to jewellery.

Lieut.-Cdr. Whiteway-Wilkinson took over command of the Maritime Wing in 1985, and lives a short distance from the Belize base with his wife.

In his spare time, WO Helm lives up to his name by indulg-

With the visiting West Indies guardship HMS Liverpool in the background, the entire Royal Navy element of the Belize Defence Force crowds on to the foredeck of one of the BDF's two Wasp patrol boats. They are, from left: Lieut.-Cdr. Robin Whiteway-Wilkinson (in command of the Force's Maritime Wing), WO Colin Helm and CPO Wayne Clapp.



Brilliant summer at The Rock

ESCORT of a large Soviet naval group through the Straits of Gibraltar was among the tasks of HMS Brilliant, in company with HMS Ariadne, just before the Type 22 frigate's four-week assisted maintenance period at The Rock.

Full use was made of time on passage to give five potential officer candidates a taste of life at sea, and to put the ship's company through their paces.

The four-week stay at Gibraltar, in glorious weather, provided plenty of opportunity for an extensive sports programme, including soccer, volleyball, squash, tennis and hockey.

Rigorous

The ship's Topper dinghy and sailboard were heavily booked, while inter-part sports were played every afternoon. Many members of the ship's company put themselves through a rigorous fitness programme in preparation for a Top of the Rock Race.

There were opportunities to visit Spain, and a week-end expedition to Morocco was led by the supply officer, Lieut.-Cdr. Bob Crighton.

HMS Brilliant returned to Britain in July to begin a repair-period refit before becoming leader of the Second Frigate Squadron.

The Sultan of Oman's Navy

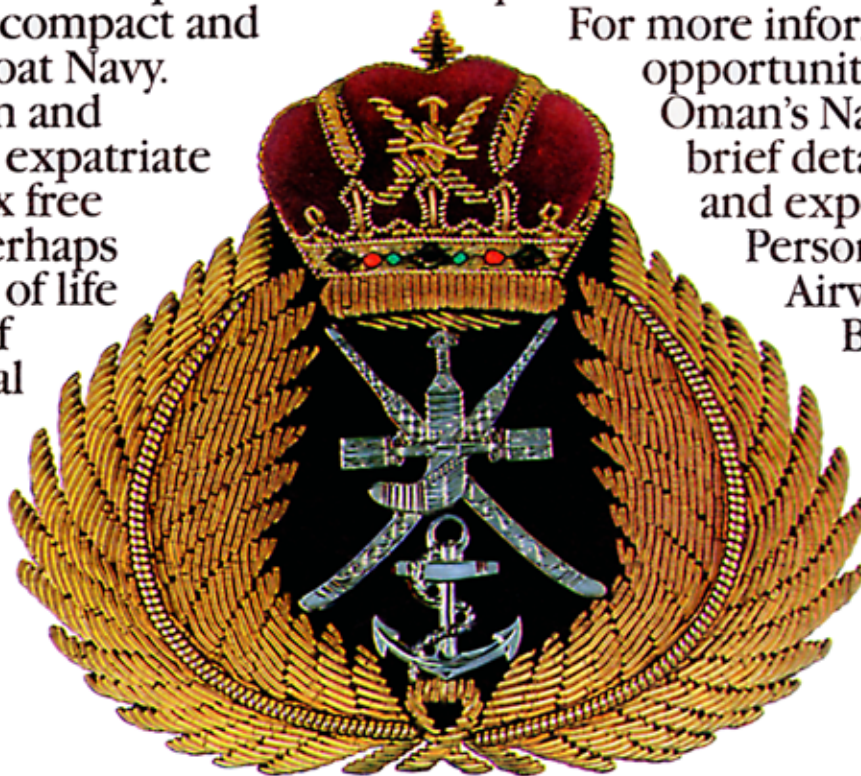
The Sultan of Oman's Navy has vacancies in several specialisations for Lieutenant Commanders, Lieutenants, Warrant Officers and Chief Petty Officers who have the adaptability, drive and experience to take an active part in the running and development of a compact and technically advanced Missile Boat Navy.

Oman is a peaceful, modern and prosperous country where the expatriate is well rewarded not only in tax free financial terms but also, and perhaps more importantly, with quality of life which include a wide variety of sporting, recreational and social activities normally found only in the more exotic holiday places.

Single men are preferred, but married men will be considered if they can demonstrate positively that they and their families can accept separations of up to 14 weeks at a time without problems.

For more information about opportunities with the Sultan of Oman's Navy please write with brief details of qualifications and experience to:

Personnel Officer (M.R.),
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Airport, Christchurch,
Dorset BH23 6EB.





ABOVE: Princess Margaret meets members of the Illustrious's diving team during her visit to the ship. With her is the carrier's executive officer, Cdr. Paul Du Vivier, and the divers (in black) are MEMs R. Buttress-Palmer and D. Harbour. BELOW: The carrier passes the cruise ship Royal Viking Sea on her way to her berth in Amsterdam



Lusty has a royal birthday

COMMISSIONED at sea during the Falklands War, HMS Illustrious missed out on a royal entry into the Fleet.

But in the subsequent five years she has made up for it. Princess Margaret, who launched the aircraft carrier in 1978, was guest of honour at the Illustrious's rededication ceremony in 1983. She revisited the ship in 1985, and in June this year returned to celebrate the fifth anniversary of the original commissioning.

She was welcomed on board at Portsmouth by the ship's commanding officer, Capt. Peter Woodhead, who escorted her to the bridge.

From there she watched a flying display by a Sea Harrier from 800 Naval Air Squadron, anti-submarine Sea King helicopters of 814 Squadron and an airborne early warning Sea King of 849 Squadron.

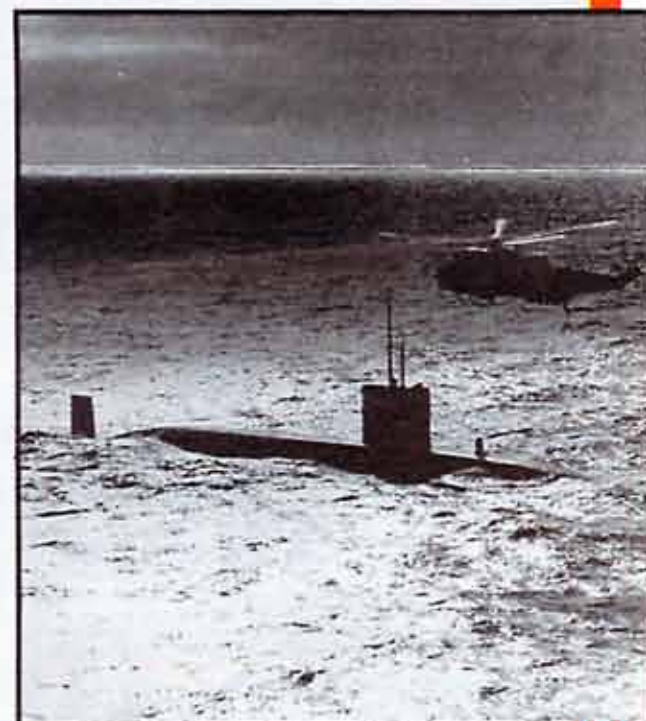
Princess Margaret lunched on board, and during a tour of the carrier met personnel from all departments. Finally, in a short ceremony in the hangar, she cut the Illustrious's birthday cake, helped by the ship's youngest rating, JMEM Jonathan Thatcher (16).

Hard work

Before the royal interlude at Portsmouth, the carrier spent the spring and early summer on shake-down, sea training and aviation work up, a programme broken only by a 48-hour breather in Brest at the end of May.

For five days during this period a woman officer joined the ship — Surgeon Cdr. Elizabeth Hodges, who as medical officer in charge of the Central Air Medical Board, had been given special permission to spend time in the Illustrious.

In mid-June the carrier's hard work was rewarded with a few days' stay in Amsterdam, from where she returned to Portsmouth on June 22 to prepare for Princess Margaret's visit the next day.



An ASW Sea King from the Illustrious makes a dawn rendezvous with the nuclear-powered submarine HMS Tireless. An opportunity was taken during exercises to send junior officers under training to sample life in a submarine.

Picture: LA(Phot) Terry Harding

DUTCH TREAT FOR FISH SHIPS

FOUR days in Rotterdam provided a break from fishery protection duties for HM ships Leeds Castle, Kedleston and Hubberston (pictured right).

With the Captain Fishery Protection, Capt. J. S. Chestnutt, embarked in the Leeds Castle, the squadron renewed friendships with the Dutch Coastguard, responsible for fishery protection in Dutch waters.

Sightseeing attractions included the Hague and Doorn.

On the sports side, a hastily formed squadron soccer team lost 8-2 to a team of Dutch marines. An inter-ship soccer tournament gave the Kedleston victory, beating the Leeds Castle 2-1 in the deciding match. The Leeds castle gained revenge, however, by winning a closely contested five-a-side match.



Haul away to Rotterdam . . . LMEM(L) Del Shannon (left) and LS(D) Happy Merry, both of HMS Hubberston, get a feel of what it was like in the days of old on board the museum steamship Carlo Hein. Pictures: LA(Phot) Micky Chetty



AT YOUR SERVICE

REUNIONS

Air Sea Rescue: Mr R. Almond, Air Traffic Control, Shoreham Airport, Shoreham-by-Sea BN4 5FJ is organising the first reunion for No 277 Squadron, which was at RAF Shoreham 1941-44 (mixed RAF and RAN). The reunion will be at Shoreham Airport on Sept 5, and he would welcome contact with anyone who served, and with any members of the Goldfish Club picked up in the Channel.

DF "CA Class" 1944-46: Reunion being held at the Royal Sailors' Home Club, Queen Street, Portsmouth, on Oct 3. Contact Mr R. Milward, 1 King Street, Chester CH1 2AH (tel 0244-315755).

HMS Curacao: First reunion (both commissions) at the George Hotel, Grantham, Sept 12. Details from Mr J. Tether, 15 St Luke's Avenue, Enfield EN2 0BH (tel 01-363-7866).

HMS Coventry: Old Hands Association reunion at Coventry on Sept 12. Members of the destroyer's ship's company and families welcome. Details from Admin Officer, HMS Coventry OHA, HMS Mercia, 75 Smith Street, Coventry CV6 5EJ (tel Coventry 66-244).

HMS Ganges Association: The Merseyside and North-West Squadron has been formed, meeting on the last Saturday in each month at Birkenhead RMA Club, Park Road East. Serving ex-Ganges boys would also be welcome. The chairman is Mr A. Ditty, 8 Alwyn Gardens, Moreton, Wirral (051-678-1794).

HMS Barham: The first reunion of the Survivors' Association to be held at Plymouth was attended by 24 members with their wives and some sons. One of the survivors, Cdr William Glanville, is Lord Mayor of the city, and he invited the guests to a cocktail party before the dinner. Another who attended was Ken Gibson, who travelled from Canada. The major reunion will be on Sept 26.

Return to Leror: Next year, 45 years after the destruction of Leror, there is a trip for veterans and relatives to Leror (provisional date Sept 7). A remembrance service will be held at Kithroni war cemetery. Details from J. B. Ainscove, former Sub-Lieut RNRV(Sp), of Rockgarth, Gale Rigg, Ambleside, Cumbria LA22 0AZ.

HMS Ajax: The Ajax and River Plate Veterans' Association 1987 reunion is on Oct 14 at the Victory Services Club, Marble Arch, London. Further information available from the secretary, Mr G. Deacon, 46 Channel View Road, Eastbourne BN22 7LW. Membership is open to anyone who served in any Ajax.

HMS Trenchant: Ex-LSto Roy Broome managed to trace about half the 70 crew from the Second World War, and they held a reunion in Manchester, their hosts for the evening being the officers and crew of the new nuclear submarine of the same name. Guest of honour was Vice-Admiral Sir Arthur

Hozlet, who commanded the Trenchant during the war.

HMS Eagle: Survivors' reunion will be held at the Royal Sailors' Home Club, Portsmouth on Aug 11. For details contact Mr A. L. O. Goodenough, 3 Bampton Road, Reading RG3 3HY (tel 0734-53783).

HMS Hood Association: annual reunion was held at Victory Hall, HMS Nelson on May 23, followed by a service at St Ann's Church, Portsmouth Dockyard on May 24. The band of the Sea Cadet Unit TS Tenacity led the march by the two remaining survivors of the sinking, and other ex-Hoods.

HMS Orion Association: reunion will be held on Oct 2 at the Royal Fleet Club, Devonport. Details from Bert Hodson, 77 Anglesoy Road, Ashton-under-Lyme, Lancs OL7 9NH (tel 061-330-7356).

HM submarine Stygian: reunion was held as usual on the last Saturday in May at Cheltenham. Any other ex-Stygians who wish to attend should contact Mr Don Pritchard, 10 Harthurstfield Park, Gloucester Road, Cheltenham, Glos GL51 0SZ (tel Cheltenham 513186).

Royal Hospital School Old Boys Association: Chatham Branch annual dinner and dance will be held at the Union Jack Club, London SE1 on Sept 26. Applications for tickets (at £13 each) to P. A. Parkinson, 5 Alexander Road, Boxley Heath, Kent DA7 4TU. Cheques payable to RHOBA Chatham Branch.

HMS Flaggard Series 28 Entry: reunion planned for Sept 19 at HMS Daedalus, Le-on-Solent. Details from CPO Purdy, WOs' and CPOs' Mess, HMS Daedalus ext 4240.

HMS Hermes (1942) Survivors' reunion: at the Union Jack Club, London on Oct 3. Contact Mr E. N. Girtchen, 140 Kirkfield Road, Witherssea, North Humberside (tel 0964-614111).

HMS Kenya second reunion: at RMA Headquarters, Derby on Sept 25. Contact Mr L. Hanson-Vaux, Institute of Higher Education, East Park Terrace, Southampton SO9 4WW (tel Southampton 227660).

QARNNS: past and present ratings are invited to a reunion at Victory Services Club, Seymour Street, London at 1800 on Sept 12 (cheese and wine 1800-2030). Tickets and details from Supt NO P. Hambling, ARRC, QARNNS, HMS Raleigh, Torpoint, Cornwall (Q3.50 in advance, £5 at door).

Portobello Association - TAS/PWO(U): annual dinner at HMS Dryad on Nov 6 at 1930. For details contact Lieut-Cdr G. J. McGowan, HMS Dryad (tel 0705-370991 ext 538).

HMS Tanaiside reunion: over week-end of Sept 18-21 at Aberystwyth, North Wales. Contact Mr Peter Davies, 2 Marbury Road, Wilmslow, Cheshire SK9 4DJ (tel 0625-531144).

47 Commando Royal Marines: Surviving members are invited to give their opinions on having a final reunion this year, location and

date to be decided. Short notes to Mr John B. Welton (ex-O Troop), 130 Sponser Road, Heme Bay, Kent OT6 6AR.

HMS Wild Goose Association: reunion at Hinton Charterhouse, near Bath, Sept 18-20. All members informed, but other ex-members of ship's company who wish to join should write to the secretary of the Association, Mr T. Kingsley, 24 Earlswood Avenue, Leeds LS8 2AF (tel 0532-664587).

HMS Abdiel and Fast Minelayers Association: Run ashore at Royal Fleet Club, Devonport, Oct 3. Northern Section now meeting at 1300 on the first Weds of each month at the Kingsway Hotel, Kingsway, Rochdale, Lancs. Details from Gwyn (Taff) Evans, 68 Beverley Grove, Blackpool FY4 2BE.

Hood Division (1943-46): Reunion at the Post House, Clayton, Newcastle-under-Lyme, April 16 next year. Contact Cyril Gilling (tel 0782-562904).

HMS Fernie Veterans Association: Reunion held at RMA Market Harborough Branch, June 13. Many thanks to them for an excellent evening. Any ex-Fernies still "out in the cold" contact the secretary of the Association, Mr R. Russell, 21 Lyndale Avenue, Wiltshire, Blackburn, Lancs BB1 9LP (tel 0254-48040).

41 Commando Royal Marines: Wartime survivors hold their annual reunion on June 6 at Norton Manor Camp, Taunton. Thanks to ex-Troop Sgt-Maj Denis Fawcett who organised the event, and to Capt Chris Taylor, the RSM Mr Ennis and WO Dave Hallett.

The Fighting 'G' Club (HMS Gloucester Survivors): held their third reunion at HMS Drake on May 23, at which guest of honour was the Duchess of Gloucester. Wreaths were laid on the altar of St Nicholas Church, one of which was contributed by the new Type 42 destroyer HMS Gloucester. The new ship's commanding officer, Capt Terrance Loughran, carried out a service at sea near Crete in remembrance of the 723 officers and men who died when the old cruiser was sunk. Of the 82 survivors who returned, the club only has knowledge of 16. Any others are invited to contact the secretary, Mr F. Moulder, 7 Raphael Drive, Elburton, Plymouth PL9 8EU (tel 0752-45319).

Saint Barbara Association: Every rank from admiral-of-the-fleet to lieutenant was represented among the 135 members attending the reunion dinner at HMS Dryad. All had completed a Long Gunners or Ordnance Engineer course at HMS Excellent or an AWO(A) or PWO(A) course at the School of Maritime Operations. Officers who have completed any of the qualifying courses and who would like to join should contact the membership secretary, Lieut-Cdr A. Attwood, HMS Dryad, Southwick, Fareham PO17 6EJ.

DIARY

Portsmouth and Plymouth Navy Days — August 29, 30, 31.

Telegraphist Air Gunners Association 40th Anniversary Meeting, RNAS Yeovilton — September 6-7.

Royal Marines Eastney Searchlight Tattoo: Eastney Barracks, Portsmouth — Sept. 9-12.

● Additions to the diary will be considered if submitted in writing to the Editor.

OVER TO YOU

First Destroyer Flotilla: Mr. F. Gagon (ex-Ldg Tol, HMS Chaptel), Okul Sok. No. 5, Koycegiz, Mugla, Turkey, recalling a visit in 1949 to Marmaris, Turkey, asks if anyone has a photograph taken then.

Old Friend: Mrs. Pat Mailer, 59 Duffy Terrace, Woodvale 6026 Western Australia, would like to contact Anne McEwan.

SA Call: Ex-Serviceman Mr. Andrew Schoutz, 216 Horak Street, Krafafontein 6570 South Africa, who is visiting the UK in Sept./Oct. would like to contact old RN friends he last met in 1970.

HMS St Vincent, 30th anniversary: No. 4 Entry: Norrie Millen, chairman Southern Ontario Branch, Royal Naval Association (RN 1957-82) would like to hear from members of Hawke and Duncan Entry about their personal memories of that year and of their subsequent naval and civilian careers. Address: 185 Shaughnessy Blvd, Apt 1610, Willowdale, Ontario, Canada M2J 1K2 (tel. 416-756-0399).

From Australia: Ex-PO Cecil William (Bill) Rod, coming from Australia with his wife Yvonne, would like to contact the best man at their wedding, ex-PO David Arthur Taylor. Please write to Mrs du Polle, 63 Kingsworthy Close, Kingston-on-Thames KT1 3ER.

Montagu Whaler: Mr. K. Longbottom, 104 Lansdowne Street, Dartington DL3 0NH asks if anyone can tell him what happened to floating dry dock No. 58. He helped in the tow to Faslane.

Buckland Abbey: The National Trust is launching an appeal for £500,000 for the restoration of Buckland Abbey, home of Sir Francis Drake. Donations may be sent to National Trust Buckland Abbey Appeal, Buckland Abbey, PO Box No. 2, Yelverton, Devon PL20 6YV.

ROYAL NAVAL ASSOCIATION

They're back in business at Solva

AS SPECTACULAR as the coastal scenery of Pembrokeshire is the recovery of Solva and St David's branch, which today proudly flies a flag lowered 10 years ago on the closure of RN air station Brawdy.

But no one reckoned on the spirit of a handful of stalwart members led by the former vice-chairman, Shipmate Ken Davies. Their belief that the branch would revive paid-off — and now it boasts over 40 members.

Since re-commissioning in 1984, they have organised many events, including last year their first Trafalgar Night dinner. This was launched on a special consignment of Pusser's rum and hopes are to stage an encore this year.

The Royal Marines Band of the Flag Officer Plymouth and a Guard of Honour from HMS Cambria, led the parade at the dedication of Abergavenny standard on June 14.

After a service conducted by the branch chaplain, the Rev. Morgan Clement, 500 shipmates displaying 31 standards paraded at the march past.

Anniversary

Salute was taken by the General Secretary, Capt. Jim Rayner RM, and Shipmate Tom Davies, president and National Council member No. 7 Area.

The branch thank all who gave support, especially Shipmate Jim Bell, chairman of No. 9 Area, and Shipmate G. Davidge, parade co-ordinators.

The band of the Lancastrian Brigade assisted by the guard and band of the Sea Cadet unit TS Trafalgar, led the parade after a service in the Church of St Francis of Assisi, to mark the 30th anniversary of Wythenshawe branch.

The service was conducted by the Rev. Arthur Atherton and Father Vincent Whelan. Then 19 standards representing No. 10 Area were paraded at the march past.

Salute was taken by Cdr. D. R. Johnstone RN (ret.), and with the ceremonies over members and guests enjoyed a reception and concert in the club headquarters. To mark the occasions all drinks were served at 20p.

Members of Uxbridge, back

Standard parade

THERE was an impressive turn-out for the dedication of No. 1 Area standard at St John the Baptist Church, Harrow.

After the service, 57 standards, led by the National standard, were paraded to music by the Royal Marines Band of Commander-in-Chief Fleet.

Guests included the President of the Association, Admiral Sir Desmond Cassidi; the General Secretary, Capt. Jim Rayner; the Area President, Capt. Keith Sutherland and the Mayor and Mayoress. After the service, there was a reception and social.

BRANCH NEWS

from a trip to Yugoslavia, are now concentrating on getting their own premises. With membership at over 100 and steadily growing, they feel they have some hope of achieving this.

Shipmate Eddie Casey is continuing to raise funds, two recent efforts of his having netted almost £300. The branch welcomes new members, who should contact the secretary on 0895-52014.

Shipmates of Poole had a busy week-end playing host to their French "oppos" from Cherbourg, as part of the twinning activities of the two towns.

Tour

The week-end events included a buffet supper and dance followed by a sight-seeing coach trip of Dorset. The visitors were impressed by the hospitality extended, particularly by Shipmate Charles Thompson and his helpers at Portland Kimberlin RN Families Club.

Shipmates representing many branches, and who served in Malta during and after the war, paid a return visit recently on a trip organised by Shipmate Thornton and his wife, of Harrogate. During their stay the visitors were entertained by Valletta branch which organised a social evening in their honour.

A busy social life is being enjoyed by members of Yeovil who undertook a promotion at the Bath and West Show. They aroused a great deal of interest, particularly from Australian shipmates and from branches throughout the UK.

Club plan

The branch are looking into the possibility of having their own naval club comprising RNA, Fleet Air Arm and WRNS Association.

A skittles evening raised £25 for the Lufton Adult Training Centre.

A dedication service at the Royal British Legion Club was well attended by members of Mitcham, Morden and Wimbledon who have a wall of the club reserved for plaques of RN ships.

The branch had their 46-seat coach refurbished and painted in time for a trip to Eastbourne to attend their golden jubilee celebration.

The coach is also used to take residents of the Royal Alfred Home for Seafarers on day trips and outings. The branch has a close liaison with the home, which shipmates visit once a month.

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HM submarine Shallmar: CPO Chris Crossman is requested to contact the RN Submarine Museum, HMS Dolphin, Gosport, Hants, PO12 2AB (tel. Margaret Bidmead, 0705-529217) re the sinking of the Medway.

HMS Halcyon, last commission: Ex-coxswain John E. Sollock seeks shipmates of the Halcyon and of HMS Hilmil, ex-Syrian schooner on the Tobruk run. Address: 1 Somerville Road, Chadwell Heath, Romford, Essex.

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HMAL 467: Mr. E. N. Charles, 367 Western Way, Letchworth, Herts, SG6 4SR, would like to hear from shipmates serving between August 1944 and August 1945.

HMS Ganges Rodney Div: Mr. J. B. (Polly) Perkin, 1157 Booker Bay Road, North Ettalong, N.S. Wales 2257, Australia, wishes to contact anyone from the Long Covered Way, Mess 12, No. 2555, 1938-39; also anyone from HMS Capetown under Capt. Back in Scapa and the Med.

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President's warning over funds

THE RNA will die on its feet if members do not put their hands in their pockets, delegates to the Association conference were told by their President, Admiral Sir Desmond Cassidi.

In his first address to an RNA conference, Admiral Cassidi referred to the £10,272 deficit, and the need to put the Association's finances on a sound footing.

He advised delegates to listen to the

National Council's plea for more cash, a need brought about largely by the number of members opting — because of age — not to pay subscriptions, and the failure of the covenanted scheme.

However, he was encouraged by the growing strength of the Association, which had recruited 1,718 new members last year, bringing the total to 46,949 members in 418 branches.

He paid tribute to the work of his predecessor, Vice-Admiral Sir Ernle Pope — now Deputy President, and to

the former General Secretary, Capt. Don Beadle RN (retd.). He welcomed Capt. Beadle's successor, Capt. Jim Rayner RM (retd.) and his assistant, Lieut. J. A. Roberts RN (retd.).

The 50th conference — attended at HMS Nelson by 235 delegates and 145 observers — was well-timed in that participants arrived in the wake of the Victorian warship HMS Warrior's triumphal return to Portsmouth, and shared in the city's mood of welcome. Greeting delegates, the Lord Mayor

said: "As people of the sea you are all warriors." His message was echoed by Admiral Sir Peter Stanford, the then Commander-in-Chief Naval Home Command, who congratulated Admiral Cassidi on becoming President of the Association, and assured delegates of the Navy's continued affection and support.

After briefing conference on the Navy's role he was presented with a decanter of Pusser's Rum, as was the Lord Mayor.

Backing for Corfu Channel pleas

MEMBERS of the RNA have thrown the Association's weight behind pleas for redress over death and injuries suffered when two Royal Navy destroyers were mined in the Corfu Channel in 1946.

Forty-four members of the ships' companies of HMS Saumarez and HMS Volage were killed when the ships hit mines apparently laid by Albania. Subsequently the International Court awarded Britain £875,000 damages against Albania — but the money was never paid.

Meanwhile, Britain still holds £20 million worth of Albanian gold which has been in the Bank of England since 1945.

At the RNA's annual conference, Bristol Branch's successful proposal called for the RNA to make "all necessary representation to the appropriate authorities to obtain adequate redress for Royal Naval personnel and their dependants for death and injuries sustained in the Corfu Channel incident in 1946."

NO TO SUBS BOOST

PLANS to raise Royal Naval Association subscriptions by £1 have been blocked by delegates to the Association's annual conference.

The RNA National Council proposal to increase annual subs from £2.50 to £3.50 failed to gain the support of the required two-thirds of delegates at HMS Nelson in June.

Although 124 supported the plan, following a strong plea by National Council chairman Shipmate Joe Riley, 104 voted against.

Instead, proposals were passed to establish a £250,000 investment fund raised by appeal, and to review the rule by which members of pensionable age are not required to pay subscriptions.

New fund

It was evident, from pertinent questions about HQ running costs, that delegates had done their home-work on the annual Report and Accounts, which showed a deficit of £10,272.

Despite advice from the President, Admiral Sir Desmond Cassidi, about the disappointing results of many national appeals, there was overwhelming support for the motion of Farnham Branch: "That the National Council should aim to establish an investment fund of £250,000, such funds being raised by appeal."

A determination to put the financial house in order gave rise to "a motion of urgency" proposed by Old Clee Branch: "That in view of the com-

CONFERENCE REPORT

Delegates call for other ways to wipe out deficit

ments made in the Report and Accounts about over-age subscription, National Council is requested to study in detail the question of having members over the age of 60 for women and 65 for men, either paying subscriptions in full or paying one half of the full subscription, and to bring forward proposals to the 1988 conference."

Although money matters dominated the day's business,

five proposals relating to Association rules inspired lively debate, particularly those about associate members. All five were defeated.

Bournemouth's plan "That commencing in 1990 the National Council shall arrange for conference to be held on the Saturday immediately preceding either of the Bank Holiday Mondays in May," was rejected on the grounds that accommodation costs are higher at these times.

Among the motions that were more successful was the proposal by Kingsbury and Kenton: "That the National Council take steps to preserve the value of life membership by strengthening the guide-lines in Bye Law 23 (to include a minimum length of membership of the Association) and to give more careful consideration to each applicant."

Reunion

The "minimum length" was amended to "10 continuous years of active membership," and was carried by a majority vote.

Before the day's business, the chairmen of sub-committees reported to delegates.

Shipmate Alf Wootton (Social and Ceremonial), said that Admiral Sir Julian Oswald, Commander-in-Chief Fleet, had agreed to be guest of honour at

the Reunion in the Albert Hall in September. Tickets were not selling as fast as had been hoped, he said.

Shipmate Doug Gough (Publicity and Recruiting), said it had been a good year with displays and publicity kits in great demand.

He promised the biggest ever parade of standards at the Royal Tournament and thanked the Double Seven Committee for their work.

Charities

He paid tribute to Shipmate Jim Wilcox, whose hard work produces the RNA diary and to No. 4 Area, who organise an annual reunion for shipmates and their families at Barton Hall.

Shipmate Lieut.-Cdr. P. N. Anderson (Charities and Welfare) congratulated delegates on their generous support for the Central Charities Fund which in the past year helped refurbish rooms in the Royal British Legion Convalescent Home, Portsmouth, Northern Ireland.

He also paid tribute to the retiring Southern Area Secretary of the Royal Naval Benevolent Trust, Mr. Eric Ross, who for many years had been adviser and friend on welfare matters.

He told delegates about the Forces Care organisation comprising 16 Service organisations whose aim is to provide a service for the old and the lonely.

Sunshine on the social side . . .

CONFERENCE week-end serves as a reunion for shipmates from all parts of the country and their wives, who enjoyed good weather in Portsmouth.

Social highlights included a reception in the Wardroom of HMS Nelson, hosted by the President, Admiral Sir Desmond Cassidi, and members of the National Council. It was

followed by a dance and social in the Home Club.

The sun shone on Sunday for an impressive parade of 100 standards as delegates, led by HMS Collingwood Volunteer Band, marched from Sally Port to the Naval War Memorial at Southsea for a service of remembrance conducted by the Rt. Rev. Ambrose Weekes, hon. chaplain of the Association.

SHIPMATES HONOURED

SHIPMATE Lieut.-Cdr. P. N. Anderson, a Vice-President of the Association and chairman of the Charities and Welfare sub-committee, who was made an MBE in the Queen's Birthday Honours List, received many congratulations at conference.

So, too, did Shipmate Tom Davies, vice-chairman of the National Council and president of No. 7 Area. He received a BEM.

Both have worked tirelessly for the Association over many years.

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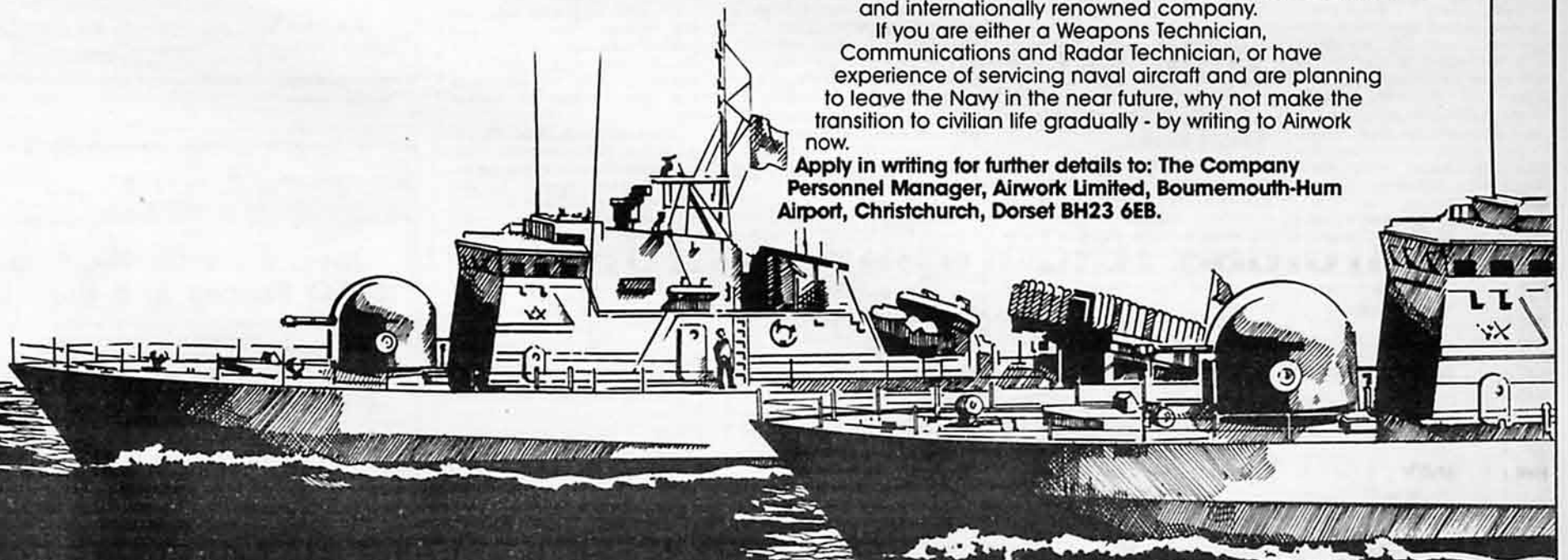
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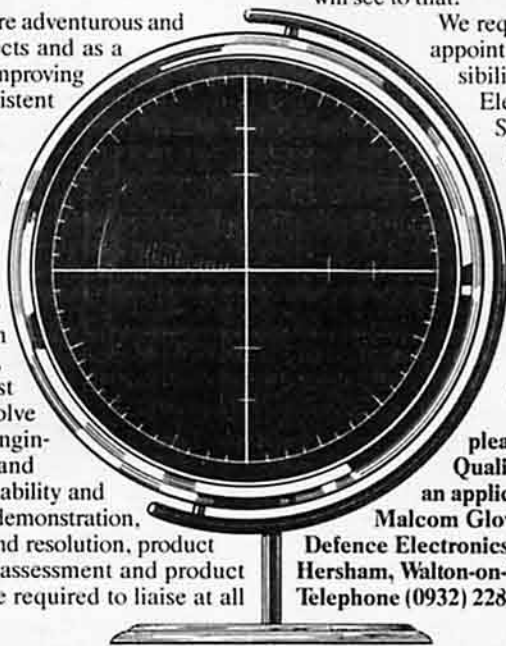
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Hobson's choice taste success at last

IN their best all-round performance of the season so far, the Navy team notched up their first win by beating the British Police by 58 runs at Imber Court, writes Jim Danks.

Batting first, the team made a controlled approach to their innings and the batsmen were supported by accurate bowling. The Police had beaten both the Army and the RAF in previous matches so the Navy's performance boosted morale.

On a windy and overcast day it was Lieut. Cdr. David Wells (HMS Dryad) and Lieut. Robin Hollington (CTCRM Lympstone) who set about the task of building a good score and after a sedate start, Hollington scored an excellent 63, hitting one huge six and seven

fours in a partnership of 108. David Wells added a further 51 after lunch, and captain Lieut. Charles Hobson RNAS Yeovilton, driving powerfully through the field, made an excellent 66. At the close of their allotted overs the Navy had reached 225-8.

Pressure

The bowling started with a three-pronged spin attack from POMEM Andy Chester (HMS Dolphin), Lieut. Tony Izzard (HMS Centurion) and Robin Hollington putting the Police batsmen under severe pressure. The tight bowling was well backed by some fine fielding, and never threatening the Navy total, the Police finished their innings 58 runs down.

Against the United London Banks at Portsmouth, the Navy lost by 26 runs. Despite some good quick bowling from CWEMN Kelson Brooks (HMS Collingwood), the aggressive batting and accurate bowling of the Banks side put the Navy up against it.

Sub-Lieut. Tony Bosustoy (RNEC Manadon) making his first appearance for the Service, batted attractively, as did Hollington and Hobson, but the last five wickets all fell for only ten runs, and the Navy were all out for 186.

The Navy put up a far better

CRICKET

performance when they took on Middlesex II at Portsmouth. Although the bowling was not all it should have been, the batsmen made a good effort to reach the target set them of 278-7, and the innings of Hobson was one of the finest seen at Burnaby Road for several seasons.

Middlesex II won the toss and set off at a terrific pace, Brown scoring 99 from only 106 balls before POMEM Andy Chester (HMS Dolphin) forced him into an error. When the Navy came in to bat they lost two early wickets before Izzard and Hollington began the recovery with a stand of 34. Izzard was finally out for a fine 66, which put the Navy back into the game, and Hobson held the innings together making an excellent 92. This was not enough to catch the Middlesex total though, and they won by 40 runs.

Promising

Taking on the MCC Young Cricketers at Portsmouth, the Navy again lost the toss, and the MCCYC made first use of a good pitch. Thanks to a very fine innings from a promising

young player, Twose, who turned in a fine century, the MCCYC reached 244-7 from their 55 overs. Tidy bowling from Sub-Lieut. Peter Rowlands (RNEC Manadon), Brooks, Chester and Izzard helped keep the other batsmen in check.

Despite some fine stroke play from POWTR Kevin Norwood (HMS Cumberland), and hard hitting from Sub-Lieut. Chris Slocombe (RNAS Yeovilton) ably supported by excellent running from Ormston and Brooks, the Navy were all out for 196, losing by 48 runs.

Results: RN v. United London Banks; ULB 212-9 (Chester 2-41, Bowden 2-59, Izzard 2-50, Brooks 2-62). RN 186 (Hollington 52, Hobson 512).

RN v. Middlesex II; Middlesex II 278-7 (Brooks 2-58). RN 238 (Hobson 92, Izzard 66).

RN v. MCC Young Cricketers; MCCYC 244-7 (Chester 2-58, Brooks 2-63). RN 196 (Barsby 47, Slocombe 33, Norwood 32).

RN v. British Police; RN 225-8 (Hobson 66, Hollington 63, Wells 51). British Police 167-9 (Izzard 2-32, Chester 3-40, Hollington 2-46).

Haslar's top novices RIDING

SPECTATORS were treated to an exciting finish to the team event for the Kemble Plate at the RN/RM Novice championships held at HMS Dryad. The competition was between 12 teams from nine establishments with only HMS Collingwood, RNH Haslar and HMS Heron providing A and B teams.

The dressage part of the competition was held in gusting winds which upset some of the horses and a few of the riders. There were several errors of course, though no-one actually fell off, and most competitors were relieved to get the disciplined part of the event over with.

In the lead by only two points, which is less than a single fence or refusal, were RM Poole, followed closely by Haslar A, Heron A and Collingwood B.

The jumping provided a fair test of horsemanship with both the first and third placed teams having riders eliminated. Haslar A were more fortunate, team captain Surg. Lieut. Cdr. Andy Meredith collected 11.5 faults on Connie, PORGN Chris Hall, 7, on Pal Joey and Capt. Gill Brown QARANC went clear on Georgie.

Collingwood B despite two good rounds had sufficient jumping faults to keep them in second place, and Haslar B did well despite lack of experience. The team competition was finally won by RNH Haslar A with 155.5 points, with HMS Collingwood B second on 165.5 and HMS Heron A third on 180.25. In the individual competition Capt. Gill Brown took first place with POWRN Wells the highest placed RN rider, and WO2 Eley the highest placed RM rider. Prizes were presented by Capt. Goodwin, the president of the Royal Naval Equestrian Association.

Debra, an all-round winner

WREN RO Debra Vout has won the 1986 Young Sports-woman of the Year award.

She was presented with the Royal Navy Women's Sports Association Trophy at Fleet H.Q., Northwood, by Commandant Kelsey Fletcher, Director of the WRNS.

Debra is an all-round sports-woman and lists her main sports as volleyball, shooting and squash. She has represented the Navy at rifle shooting and volleyball.

Set fair for the bosuns

FOR the second year running the RN Sailing Association northern area Bosun Championships were held at Inverkeithing Bay on the Firth of Forth. Twenty-one bosuns entered with crews coming from as far afield as Inverness and Newcastle.

The weather was excellent for bosun dinghy racing with overcast skies and bright periods. The light easterly breeze for the morning races filled in with an easterly sea breeze in the afternoon, and lots of spinnakers were brought out as the fleet rounded the windward mark.

The Royal Navy swept the prizes, with Capt. Ian Craig (Rosyth Naval Base Commander's staff) and his crew LS Isaacs taking the championship. In second place was Lieut. Chris Goulding (HMS Cattistock).

Scottish

Following close on the heels of the championships came the RNSA Scottish Bosun Regatta, which was also held on Inverkeithing Bay. This was the first time the event has been held and the number of entries was very encouraging.

The racing resulted in a close match between the Royal Navy and the Royal Highland Fusiliers who shared the first six places in all four races. The HMS Lochinvar Cup finally went to the Royal Navy (Scotland) team of Lieut. Cdr. Hamish Loudon and Mrs. Veronica Maclean both from BUTEC, PO Chris Hardy and Lieut. Paul Metcalf from HMS Birmingham, and RO Mark Anderson and LS Mick Isaacs of HMS Cochrane.

Offshore race sees big win for little boat

SAILING the smallest boat in the race, Vice-Admiral Sir John Woodward won division four at the Inter-Services Offshore Regatta held in July.

Admiral Woodward, commodore of the Royal Naval Sailing Association, sailed his yacht Cry Havoc to victory in the 140 mile offshore race from Fort Gilkicker to St Peter Port on Guernsey.

Thirty-nine yachts took part overall, three from each Service being nominated for the team competition. The winds at the start were extremely light and many frustrating hours were spent combating the tides. As the winds increased progress improved and the first yachts arrived at the finish 27 hours after the start.

For the second year running the RAF team was victorious with the Royal Navy in second

SAILING

place. Division one went to Wings of Cowley (RAF), division two to Flashlight (RNEC Manadon), division three to Ilex of Upnor (Royal Engineers Yacht Club), and division four to Cry Havoc, Vice-Admiral Sir John Woodward.

The Princess Elizabeth Cup race was held over a course in the Solent with 35 yachts competing. Division one was won by Wings of Cowley (RAF), division two by Sandpiper of St Helier (HMS Sultan), division three by Bugler (RAPC), and division four by Hot Toddy skippered by Cdr. Llewellyn.



The RNSA's division one entry for the Offshore Regatta, Dasher.

FENCING

RESULTS for the Royal Navy Fencing Team at the Inter-Services Fencing Championships were the best for many years.

At the event held at RAF Halton the team came a close second to the RAF, in fact all three teams ended the event on 24 points, and the final places had to be decided on victories.

The men's foil team of Lieut. Cdr. John Gay (HMS Neptune), Lieut. Alan Large (FO Plymouth) and Mne. Paul Kimbley (RM Poole), won the foil event for the second year running. The epee and sabre events were closely contested with the Navy pulling off a convincing victory over the Army at sabre.

This looked good for the Inter-Services Individual Championships held at the Royal Tournament, where the Navy hopes to repeat last year's successes.

In the women's event, held at RAF Halton on the same day, the WRNS team came second, only five points behind the WRAF and well ahead of the WRAC.

Apollo and Beaver give it their all

HMS COLLINGWOOD was the venue for the 1987 Midi-Ships Rugby Cup final between HMS Beaver and HMS Apollo. On a fine day, the two teams provided an entertaining game of rugby, fuelled by attacking, French style rugby from HMS Beaver, and a heavyweight front line from HMS Apollo.

The game got off to a good start, with both teams competing ferociously to win the loose ball. The Apollo side struck first with a penalty after five minutes from LS Bill Parry. Beaver came back strongly with some fluent attacking play by their back division supported well by the wing forwards.

This resulted in some early penalties but no points were scored and Apollo soon turned the play round with a succession of drives upfield. LPT1 Davies and MEM Fox leading the main charge, ably supported by the rest of the pack working well as a combined unit.

After 30 minutes these tactics paid off with MEM Fox picking up the loose ball and crossing the line for a try which was converted by CPO Taff

RUGBY

Jones. This took the score to 9-0 in Apollo's favour at half time.

Despite the heat of the day both sides started the second half with the same zeal they had shown in the first. Apollo continued to apply the pressure up front, winning the majority of the loose ball and allowing the back division to probe deep into the opposition's 25.

Beaver's defence finally gave way allowing AB Paul McGarry to score in the corner after some swift handling from the backs. Apollo kept up the pressure and scored another penalty soon after.

Quickly reorganising themselves, Beaver thrust a quick attack deep into Apollo's half, and a fine move from the backs allowed the winger to score in the corner, which was converted by Sub-Lieut. Chris Robinson.

In the dying seconds after a fine break by CPO Taff Jones, Apollo's centre MEM Chris Smith scored in the corner which finished the match, leaving Apollo the victors 20-6.

Portland team tip the scales

ANGLING

LS Norman Berry (HMS Dryad) represented the Royal Navy and Royal Marines Angling Association at the fourth heat of the 1987 TVS Sea Angling Championships at Newhaven.

He made a splendid effort, leaving Portsmouth early and being well prepared with bait, tackle and skill, and was a fine ambassador for HMS Dryad and the RNRMAA.

The weather and fishing was very poor and he came third in his boat and was subsequently eliminated, but came home smiling having beaten the RAF representative who was also in his boat.

At the Naval Air Command annual Sea Angling Boat Championships held at Minehead, the weather was kinder, with calm seas and brilliant sunshine. Thirty anglers took part and between them caught 748½ lbs. of fish.

RN air station Portland were the winning team with a total weight of 224½ lbs., and 43 points. LAEM Victor Wood (RNAS Portland) was the individual winner with the heaviest bag of 55 lbs. POEA Mick Jenkins (Lee on Solent) took the heaviest fish medal with a 13 lbs. 8 oz. conger eel, and the best specimen award went to POEA David Swaine (RNAS Portland) with a small eyed ray weighing 11 lbs.

LACK OF SUPPORT CAUSES CONFUSION

VOLLEYBALL

THIS year's Inter-Command Volleyball Championships were thrown into confusion shortly before the start when Portsmouth command withdrew having been unable to organise a team for the event.

This was the first time in the history of the event that any home-based command has been unable to organise a representative team. Three Portsmouth players who did turn up at HMS Nelson on the day of the championships, were allowed to choose alternative commands to play for.

In the first match, reigning champions Naval Air Command beat Plymouth 3-0, and the next two matches saw a

formidable Scotland side gain impressive wins over the Royal Marines and Plymouth to lay down the challenge to the Naval Air Command.

The final between the two strongest teams was a tense affair with both sides fielding five Navy standard players. The first set was initially closely-fought before some effective serving from Scotland's Lieut. Gus Leighton forced the Naval Air Command onto the defensive, and Scotland into an 11-4 lead. But the champions fought back and won the set 16-14. The

second and third sets were hard-fought but both went to Naval Air Command, giving them their fourth championship in a row.

Chairman of the Royal Navy Volleyball Association, Cdr. Bond presented the prizes. CPO Russ Jameson in his last tournament prior to leaving the Service, collected the Lilliwites Cup for the Naval Air Command, and the Terry Weeks player of the tournament award was presented to Lieut. Brian Mair of HMS Sheraton and Scotland.

A silver-plated tray was presented to the retiring RNVA secretary Lieut. Tony Webber to thank him for his contribution to RN volleyball over the last 15 years.

In the RN Women's Inter-Group Championships the Royal Marines, Plymouth and Thames took first place, with Portsmouth in second and Air and Scotland in third.

SPORT

Promise for the future

CYCLING

DUE to injury and non-availability of some riders, the Navy team at the Army Cycling Festival was weaker than in previous years.

The week-long event was held at Dover and was dominated by the Army, with the RAF coming in second. But the Navy showed promise and some performances were encouraging for future events.

CPO Paul Cross (HMS Defiance) was the top Navy time trialist, coming fourth in the ten and 50 mile time trials out of a field of 90. CPO Mike Marchant, just back from sea, produced an excellent ride to win the inter-Service individual pursuit race on the cycle track at Brighton.

In his first season riding for the Navy, LA Ian Whittham (RNAS Portland) improved many of his personal best times and came second in the criterium. Mne. Nick Hardwood (COY Poole and Plymouth) missed the beginning of the week, but put in some fast rides in the ten and 25 mile time trials and was in the first Navy team home in the team trials, along with Cross and Whittham.

Inter-Services

Another rider who rode consistently well was LRO Peter Haggart (Northwood), who recovered from a crash on his first outing to be in the first composite team home in the team time trial, along with Lieut. Martin Warren (HMS Collingwood), Lieut.-Cdr. Fred Gardiner (HMS Dolphin) also put in a good performance, as did Mr. Ken Walker who retired from the Navy in May after 34 years service.

Later in July the Inter-Services 1000MTT was run in the countryside around Swindon and Oxford. This was an open event allowing civilians to enter and make up a field of 70 riders.

The Navy team of Cross, Whittham, CPO Martin Ellis (recruiting Birmingham) and PO Chris Absolum (HMS Gannet) did well to beat the RAF and come in just five seconds behind the Army. This was the first ride by Absolum after being off cycling for three months due to injury, but he put in the fastest Navy time with just over 4 hrs. 25 mins.

NEWS IN BRIEF

MORE soccer referees are badly needed and a course for potential Class 3 referees is planned for September 25-26, at RN air station Yeovilton.

Anyone interested should contact Lieut. John Gordon at HMS Centurion ext. 2334.

The Franklin Rose bowl tennis tournament was held at RNH Haslar in June, and the winner was EN(G) Henderson. SNO Gill and SNO Brighton won the doubles and POEN(G) Lawrence the men's match.

First Officer Liz McCombe

FINE VICTORY FOR GUEST

THIS year's Royal Navy Golf Championships, played over the Glasgow Gailes course, will be remembered not only for the exciting finish it produced but also for the fact it was played in excellent weather, writes Roger Knight.

As reported briefly last month, Surg.-Lieut. (D) Phil Guest (HMS Raleigh), a newcomer to the Navy golf scene, won the Championships at his first attempt. He achieved this feat by beating Lieut.-Cdr. Malcolm Edmunds (RNAS Cudrose), at the third extra hole in a sudden death play-off.

The course had been superbly prepared with fast, true greens and the Royal Navy were accorded the privilege of having the course solely to themselves for the whole of the championship.

The scoring was good too.

GOLF

After the first round Malcolm Edmunds was four shots clear of Phil Guest and Lieut.-Cdr. Ian Yuill (CINCFLEET). Malcolm's round of 70, one below par, was a magnificent achievement considering that he was playing the course for the first time without the benefit of a practice round.

In the Inter-Command competition, the Royal Marines with some fine individual scores, gained a four shot lead over the Naval Air Command, going into the second round.

In the second round, Guest and Yuill narrowed the gap on Edmunds. The Marines



increased their lead by ten shots and some more steady golf, and everyone in their team made the

cut which came in at 165.

The third round saw Ian Yuill's form slipping a bit as he turned in a 76, but Phil Guest and Malcolm Edmunds both scored excellent 72s. In fourth place, and surprising everybody, was Mne. Gary Cooke (45 Cdo.), who played very steadily with scores of 76, 77, 77.

The Inter-Command competition was decided with a surprising victory for the Naval Air Command team, all from RNAS Cudrose. The Royal Marines had frittered away their lead, and the NAC led by CPO

Above: Phil Guest misses his birdie putt at the eighteenth, putting him into a "sudden death" play-off with Malcolm Edmunds.

Derek Ashman, who holed a monster putt on the last green, snatched the title from the Marines, with third place going to Fleet.

Yuill managed to draw level at one stage in the final round of the singles, but he faltered as the pressure increased. Guest pulled back a two-shot deficit and he and Edmunds were level at the last tee. Guest had a chance to snatch the title with a ten-foot birdie putt that slid agonisingly by the hole, and so it was on to a "sudden death" play-off.

Both players missed chances at the first two holes, but at the third Phil Guest's approach shot finished very close and Edmunds missed a birdie putt by a long way, and then failed to sink the return.

It was a most exciting and fitting climax to an excellent championship. Ian Yuill took third place and POWTR Eddie Comerford (FOSNI) and PO Peter Darlington (RNAS Cudrose) shared fourth. Prizes were presented by Capt. Ryall, the Captain of HMS Cochrane.

PENTATHLON

ALL three of the top scorers at the 1987 Royal Navy Modern Pentathlon / Tetathlon Championships were from CTCRM, Lympstone, writes Jack Sheppard.

After three days of competition CPO Pat Dunleavy was champion with 3,939 points, Cpl. Joe Shotbolt came in second with 2,491, and Gary Whalley third with 2,077.

The ladies competition was won by Wren Caroline Davies (HMS Collingwood) and the guest competition by ex-Royal Navy PTI and past champion, Jim Nowak with 5,400 points.

At the Inter-Services Championship the Navy team consisted of the three top scorers from the RN Championship, plus Cpl. Morgan, also from CTCRM, with Wren Caroline Davies competing in the ladies invitation tournament.

The very strong Army team won the competition with the Navy in second place.

RNAC look set for promotion

ANOTHER win at Basildon leaves the Royal Navy Athletic Club in a strong position in division two. Only a disaster in the remaining two matches could prevent promotion.

ATHLETICS

tional talent of Staff Sgt. Chris Akabusi to draw on, and he set a new inter-Service record of 51.9 in the 400m hurdles. Sub-Lieut. Terry Price did well to come third in that race with a

time of 52.6. In the high jump Cpl. Gibbs made an exceptional effort to take first place with a jump of 2.05m.

In the women's event, POCQA Freeman put in a very fine performance, taking first place in both the 800m and the 100m hurdles.



CULDROSE SWIM INTO THE LEAD

HARD work and a good training effort by the Wrens from RN air station Cudrose resulted in a win in the women's event at the Naval Air Command Swimming Championships.

Team members Wrens Jane Dommershuizen and Sharon Cooper (above) collected the trophy from Cdr. Rodney Preece, commander of RNAS Cudrose. The team were coached by LWPT Carol Strong to their points victory over last year's winners HMS Osprey.

The men's competition was won by RNAS Yeovilton and LAEM Thomas collected the trophy on behalf of his team.

RNAS Cudrose was also the venue for the Royal Navy knockout water polo finals. Teams from HMS Challenger, RNEC Manadon and RNAS Yeovilton reached the finals and each side played each other once.

The decider was between the Yeovilton and Challenger sides, with HMS Challenger coming through to win the event 8-6.

Singles slip up

DESPITE some excellent play in the foursomes, the Navy slipped drastically in the singles to snatch defeat from the jaws of victory when they visited South Wales to play the annual fixture against Brecon and Radnor.

The Brecon course is an unusual one with only nine holes and square greens that are permanently fenced off to keep the sheep off — the art of chipping through the wire was not the Navy's strong point. The weather on the day of the match was very hot.

The foursomes results were extremely encouraging, with newcomer Mne. Greg Smith (RM Condor) brought into the side at the last moment joining forces with Lieut. Dave Brecken (FEC Rosyth), to gain a good victory. Lieut.-Cdr. Alan Bray (CINCFLEET) and PO Peter Darlington (RNAS Cudrose) had a good win as did Lieut.-Cdr. Malcolm Edmunds (RNAS Cudrose) and Lieut.-Cdr. Ian Yuill (CINCFLEET). Other wins came from the pairings of CPO Don West (RNWS Crimond) and CPO Pat Smith (RNAS Cudrose), and CPO Mick Filleul (RNAS Cudrose) and POWTR Eddie Comerford (FOSNI).

Normally a 5-1 lead at lunch like this would have been a sound basis to build on, but on this occasion, despite good wins from Brecken, Darlington and Smith, the rest of the team lost their matches and Radnor had gained a fighting victory.

PRINCE MICHAEL AT RNXS JUBILEE REVIEW

PRINCE Michael of Kent, Patron of the Royal Naval Auxiliary Service, reviewed more than 1,000 men and women of the RNXS ashore on Whale Island and afloat in Portsmouth Harbour at the end of June to mark the 25th anniversary of the volunteer organisation.

Personnel and vessels from all parts of Britain were represented, and many people were introduced to the Prince.

He told those parading: "The Auxiliaries have become an integral and indispensable element in our home defence. I am delighted to see there are representatives from every group and unit operat-

ing throughout the country." The Prince presented 12 Long Service medals. After reviewing the rain-swept parade, the Prince joined XSV Example to review the flotilla of RNXS craft anchored in the harbour. Later he went on board XSV Portsmouth to meet skippers.

Port officers

Prince Michael is pictured talking to the Port Naval Auxiliary Officer South Wales, Lieut.-Cdr. John Dukes. On the right is the Group Training Officer South Wales, Lieut.-Cdr. Walter Pidgeon, and the Prince is accompanied by NXO Portsmouth, Cdr. Brian Prideaux, and the Commander-in-Chief Naval Home Command at the time, Admiral Sir Peter Stanford.



Helos to get MAD

ABOUT £17-million worth of MAD equipment has been ordered to help Navy and RAF aircraft detect submarines.

This new generation of MAD (magnetic anomaly detector) systems will equip RN Lynx and Sea King anti-submarine helicopters and will replace older equipment in RAF Nimrod aircraft.

It works by detecting small disturbances caused by submarines in the earth's magnetic field and complements other sensors such as sonobuoys.

The order goes to CAE Electronics of Canada, in partnership with the Westland Technologies' company, Normalair-Garrett Ltd.

Mine ships ordered

FOUR new minehunters have been ordered for the Royal Navy by the Ministry of Defence at a cost of £120 million.

Construction has already begun on a prototype of the 500-ton hunters, whose main war-time role would be to clear the approaches to naval bases.

The order has been awarded to Vosper Thornycroft of Southampton.

Ferry diver paralysed in accident

ONE of the Royal Navy divers who toiled to recover bodies from the stricken Zeebrugge ferry, is now in hospital, crippled after a water-skiing accident in the South of France.

After the Zeebrugge operation, LS(D) Michael (Pincher) Marten took part in NATO exercises near Toulon with the Portsmouth-based Fleet Diving Unit 2.

The accident, which happened during a recreation period, involved a tracked towing device. LS Marten's spinal cord was damaged.

He spent about a week in hospital in France before being flown, paralysed from the chest downwards, to RAF Brize Norton for transfer to Odstock Hospital, near Salisbury.

LS Marten (29), whose wife Jane is an ex-Leading Wren, had been among divers who worked at the scene of the Zeebrugge disaster several

times over a period of seven weeks, recovering many bodies.

Later at a reception in honour of those who helped, he met the King of the Belgians. The King and the Duke and Duchess of York have asked to be kept informed of his condition.

Messages

Meanwhile financial contributions have been coming in, and LS Marten has received many messages and visits from friends.

He remains in good spirits in the Duke of Cornwall Spinal Treatment Centre at Odstock, determined to recover as much mobility as possible. He is expected to remain there for up to a year.

Royal launch for Type 23

FIRST of the Royal Navy's Duke-class Type 23 frigates, HMS Norfolk, was launched by Princess Margaret at the Scotstoun Yard of Yarrow Shipbuilders Ltd. on July 10.

The new Type 23 design, promising to be quiet and economical to run, will be the first RN escort capable of carrying large fleet helicopters.

Eventually it will be the EH-101, with its Sting Ray torpedoes, which will provide capability to complement the ship's advanced, passive, towed-array sonar.

Lessons

The new ship will have the vertical-launched version of the Seawolf missile system; Harpoon anti-surface vessel sea-skimming missile; and a 4.5-in. gun.

She will be constructed of steel and incorporate many of the lessons learned from the Falklands campaign.

With standard displacement of about 3,500 tonnes, HMS Norfolk — sixth RN vessel to bear the name — will be powered by GEC electric motors and Rolls-Royce SM1A gas turbines. There is accommodation for 165 officers and ratings.

The launch ceremony was conducted by the Rev. Kenneth Mathews DSC (aged 80), who was chaplain of the County-class cruiser Norfolk of the Second World War.



Big-show spotlight on Navy

TAKING pride of place in the finale of this year's Navy-led Royal Tournament at Earls Court were the young sailors of HMS Sultan's display team.

They are pictured here manning the 90-ft. mast at Sultan with Wrens who took part in the ceremony for the first time at pre-Tournament shows around the country.

A dazzling Tournament display with a historical theme telling the Ark Royal story included contributions from the Massed Bands of the Royal Marines, Y Coy 45 Cdo RM, the Sea Cadet Corps, the Royal Naval Reserve, the Royal Naval Auxiliary Service, the Royal Fleet Auxiliary, and the Massed Bands of the Australian Defence Forces, as well as the ever-popular RN Field Gun Competition.

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FIFE'S LAST EXIT

WEARING a paying off pennant, HMS Fife makes her final entry into Portsmouth as a Royal Navy ship after a career which has taken her nearly 570,000 miles.

Following her "swansong" visit to the United States and Canada, the Fife had, on her return to the UK, called at Dartmouth exactly 21 years after she was launched. She was the last County-class destroyer in operational service. Picture: PO(Phot) Ric Burch

